



ANSWERS TO SOME SETTLERS' QUESTIONS

Question—Can anyone enter Canada?

Answer—No! Canada guards jealously the gift of her citizenship and selects her immigrants, rejecting the criminal, the unfit, and the indigent, choosing those who are in good health, have monetary insurance against unemployment for some months, and are likely to appreciate the value of Canadian citizenship and uphold the British constitution.

Question—What classes of immigrants are most desired?

Answer—Canada being a land of vast agricultural tracts, largely undeveloped, with comparatively few industrial areas, her urgent need is for the farmer and the farm laborer.

Question—What kind of government am I to expect?

Answer—Canada is a self-governing Dominion of the British Empire, consisting of nine provinces, Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, and the Yukon territory. Its government is essentially democratic, characterized by that freedom and tolerance which mark British rule. The King, who is at the head of the Empire, is represented in Canada by the Governor-General who is the connecting link with the Motherland. The Dominion government, which formulates legislation, is composed of a Cabinet, House of Commons, and Senate. The powers of the parliaments of the various provinces are limited in authority to matters pertaining solely to the territory within their own confines.

Question—What educational facilities will my children have?

Answer—Educational facilities in Canada are not surpassed anywhere. An excellent system of public and high schools exists in each province as well as modern colleges and academies, whilst the provincial and other universities are within the reach of any Canadian youth.

Question—What are the steamship rates to Canada? Can I get reduced railway rates from the port of arrival to Western Canada?

Answer—See the information for settlers at the end of this booklet. You would also be wise to get into touch with our nearest agent.

Question—Can I get employment on a farm in Western Canada?

Answer—Any industrious person, in good health, and with some farm experience, need not fear lack of employment, except, perhaps during the winter months. There is a steady demand for farm help from March 1st to November 30th, and in many cases, good men are employed by the year.

Question—What is the rate of farm wages?

Answer—It is dependent on the season and locality. About \$50 per month with board is being paid for good farm help throughout the growing season. During harvest wages are higher.

Question—What are the opportunities of employment in cities and towns?

Answer—This depends on your trade or profession and on local conditions. Our offices are kept posted on industrial conditions, and will be glad to furnish you with information at any time.

Question—When does spring farm work begin?

Answer—About the middle of March. Most of the wheat seedling is done in April; oats, barley and flax are sown in May.

Question—When does harvest begin?

Answer—In August. Threshing commences about the first of September and continues until late in the season. The hay crop is harvested for the main part in July.

Question—What is the usual snow fall?

Answer—It varies in different parts of the country. In Southern Alberta there is seldom enough to make sleighing possible. In Northern Alberta and the more eastern provinces the snowfall is heavier.

Question—Is not the climate of Western Canada a big disadvantage?

Answer—No. Those who live in Western Canada are the best judges of the climate, and few of them would consider moving either east or west. They consider the climate of the country one of its greatest advantages.

Question—I am a farmer but have no capital. Will the Canadian Pacific Railway assist me?

Answer—The company sells its land to settlers on very easy terms, but it realizes that to have a fair prospect of success the farmer should have a little capital of his own in addition to any assistance given him by the company.

Question—How much capital do I need to start?

Answer—About £650 will be necessary to give you a fair start. With a supply of farm implements and livestock it is possible to get along with less, but generally speaking the more capital a settler has the greater are his advantages.

Question—What are the prices of horses, cattle, sheep and hogs?

Answer—All livestock generally commands a high price in Western Canada. Local markets fluctuate considerably, but returns are consistently profitable.

Question—If Western Canadian lands grow good crops without irrigation, why is irrigation necessary?

Answer—The Provinces of Alberta, Saskatchewan and Manitoba comprise an area of over 750,000 square miles. This block of land is about 1,000 miles from east to west and 700 miles from north to south. In such a vast area there are differences of natural conditions, and the fact that irrigation is practiced in one district is no argument against farming without irrigation in other districts. The chief advantages of irrigation are that irrigation increases production, gives protection against dry years, and encourages closer settlement than in districts where irrigation is not practiced.

Question—If I buy irrigable land and take your offer of a loan do I receive the \$2000, in cash?

Answer—No. The money is expended under the direction of the Company towards the erection of house, barn, fencing and well on the land.

Question—What is the system of money used in Canada?

Answer—The money system used in Canada is the decimal, one very easy of computation, there being one hundred cents in a dollar. Canadian chartered banks issue notes of \$100, \$50, \$20, \$10 and \$5 denomination, and government currency consists of \$2 bills, \$1 bills, silver coins of 50 cents, 25 cents, 10 cents and 5 cents, and copper cents.

Question—How should I go about securing employment?

Answer—The government maintains a series of labor bureaux, over seventy in all, covering all the provinces, and located at all large centres of employment. These are closely linked up and in constant communication with each other so that one section is thoroughly conversant with the labor situation in all other sections. These bureaux operate without fees and will give the utmost assistance to those seeking employment. A special department is maintained at all the bureaux for female applicants.

Question—Where can I get information about manufacturing and business opportunities in Canada?

Answer—Write to one of the offices of the Department of Colonization and Development, Canadian Pacific Railway.

Write for fuller information on any point to

DEPARTMENT OF COLONIZATION AND DEVELOPMENT
Canadian Pacific Railway

62-63 Charing Cross, London, S.W.

Or to any of our offices in Great Britain.



THE PRAIRIE PROVINCES OF CANADA

The World's Greatest Field of Opportunity

The greatest of instinctive desires in the human race is the ambition to own a home with a piece of land about it. There is a sense of satisfaction and security in the very thought—a pleasant place of life anchorage, a harbour in old age, an inheritance to posterity. Most frequently, with the workers of the over-crowded countries of Europe, is this praiseworthy desire stifled or permitted to slumber unsatisfied through life, for the obstacles which confront the achievement seem verily insurmountable to the majority.

But here in Great Britain it must be remembered the process of shuffling and settling down has been going on for centuries and the population has long outgrown the land. On the outskirts of the same Empire, however, where new nations are in the building, there is nothing to prevent the accomplishment of such desire. Fertile lands, blooming plains, and smiling valleys in Canada await transformation into farms and homes at the productive hands of settlers.

For those not entirely satisfied with their present lot or their future prospects or those of their children, who think there may be something in looking to "fresh fields and pastures new" as an outlet for their endeavours, this little booklet has been prepared. Others have pointed the way from the British Isles, many of whom stand high in Dominion renown—Seager Wheeler, the "wheat wizard," the Hill Brothers, the oat champions, and other well-known Canadian agriculturalists.

The land has been pioneered by them and such as them. No longer does the settler hew a home in a wild and pristine wilderness. He comes to a land that is still in the making, it is true, but where the first constructive stages have been accomplished ahead of him; a land of schools, churches, conveniences and the pleasures of social life; a land of comfortable living conditions in which, with reasonable assiduity, he can look to independence in a few years and a future of illimitable promise for his family.

ALBERTA, SASKATCHEWAN, MANITOBA

The Canadian Provinces of Alberta, Saskatchewan and Manitoba are commonly called "The Prairie Provinces" on account of the great area of fertile prairie land within their borders. They are by no means all prairie, as their territory includes mighty lakes and rivers, vast stretches of forest and towering mountains, but it is for their prairies they have become famous throughout the world. The prairie region stretches roughly from the Red River in Manitoba to the foothills of the Rocky Mountains in Southern Alberta, a distance of approximately 800 miles. At its northern edge it merges into a park-like country, part prairie and part light timber, which gradually becomes thicker and heavier until it is unbroken forest. The area of these three provinces is 756,052 square miles, which is more than the combined area of France, Germany, Spain, and Italy.

According to a Dominion estimate there are in these three provinces 272,892,000 acres of land suitable for agriculture, without taking into account forest land that may ultimately be tilled. Of this vast acreage there were in 1920 only 34,129,890 acres under crop.

In the great area of Alberta, Saskatchewan and Manitoba, the Canadian Pacific Railway owns some four and a half million acres of the finest land, most carefully selected before the incoming settlers had taken up the choicest parts, and it is this land which the Company now offers on terms which have never been surpassed in the history of colonization. The Canadian Pacific Railway Company is not a land-selling organization in the ordinary sense of the word. Its chief business is to handle traffic, and in order to produce traffic it desires industrious, successful settlers located along its lines. For that reason it is able to give terms and assistance more favorable to the settler than is possible for any company which aims to make its profits simply out of the sale of land.

FOR THOSE WHO DO NOT WISH TO FARM

Although the greatest resource of Alberta, Saskatchewan and Manitoba is agriculture, the prosperity which has come to the farmer has opened many other profitable fields of business and labor. This booklet is intended for those who are seeking an opportunity of making a home of their own on the land, and we cannot go into great detail in explaining the other opportunities, but it may be said that no man who has health, industry, and good habits need be afraid of his future in Western Canada. For those who can command some capital there are many opportunities to start up in some profitable business in which they may have had experience. Canada is prospering, and it is the kind of prosperity which will continue because it is based on the universal need of the products of the farm.

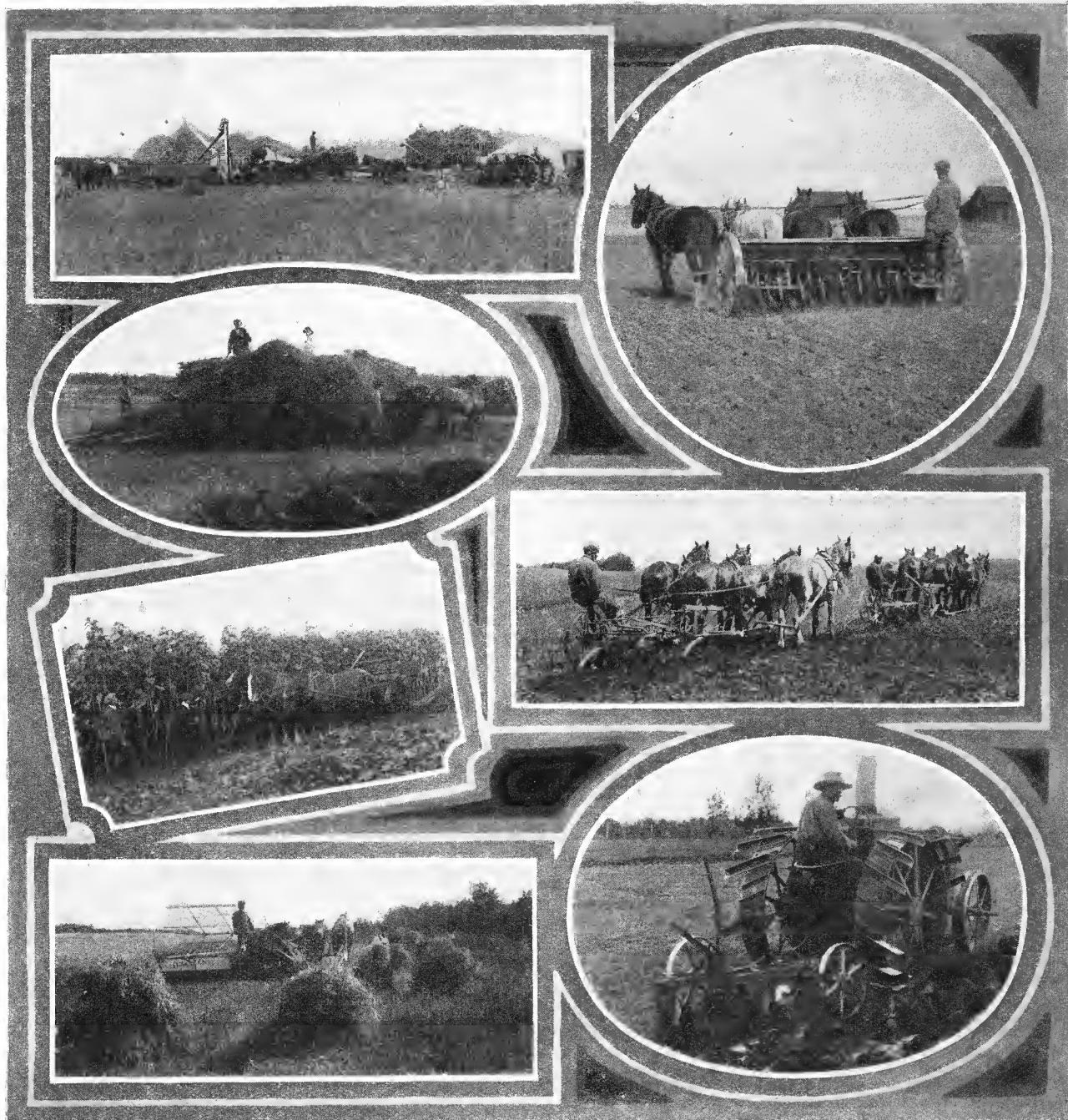
With the rapid increase of farmers on the land must come an increase of business and professional men to serve them. Every new community calls for its quota of carpenters, plasterers, blacksmiths, caterers, implement, lumber and hardware dealers, grocers, general merchants, doctors, lawyers and clergymen. And the development of the country as a whole opens the way for men engaged in the grain trade, mining, lumbering, wholesale merchandise and manufactures suitable to the country, particularly flour milling and the industries connected with the livestock and meat trades. The field for women is as wide as it is for men. Western Canada is aggressive and liberal; it is willing to afford women in business and the professions, a sphere of absolute equality with men. Women vote on all matters of Dominion, provincial and municipal legislation, and may sit in the Dominion and provincial houses on the same terms as men.

All who are interested in opportunities of a business or industrial nature should communicate with the Bureau of Infor-

mation, Department of Colonization and Development, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W., or to any of the offices of the Department whose addresses are shown on the cover. This Bureau undertakes to furnish, either directly or through its agents, authentic information regarding the natural resources of Canada and the opportunities for commercial and industrial development.

THE CLIMATE OF THE PRAIRIE PROVINCES

One of the first questions asked by the home-seekers who may become interested in Western Canada concerns the climate. There has been a general impression which has been fostered by romances, and a popular opinion that has little foundation in fact, that the climate of Western Canada is so rigorous as to be a disadvantage to the country. As a matter of fact, the climate of these three provinces constitutes one of their greatest attractions. Anyone who will take the trouble to glance at a map of the world will observe that Western Canada lies in the same latitude as the virile white races of Europe, and there can be no question that the climate of the northern temperate latitude is more favorable to the development of healthy white races than are the more southern climes. The same may be said of the production of the cereals and food products required for the sustenance of white races, and nowhere are they produced so successfully as in these Canadian provinces. If the climate were not exceptionally favorable to farm operations, such yields as have been established in this territory for a period of years would be impossible. It is not denied that at times and places there is severe weather, although there is considerable difference in localities. Alberta and the south-western portions of Saskatchewan have shorter winters, less snowfall and usually milder



SOME FARM OPERATIONS.—There is no life so healthy and happy as that of the farmer in the Canadian west, building a home for his family and advancing towards prosperity.

temperatures than the more northern and eastern districts. This is due to the Chinook winds—warm south-westerly breezes which come up through the passes in the Rocky Mountains, and have a wonderfully modifying effect on the temperature. Throughout the west of these provinces a heavier snowfall prevails, and the winter is longer, but by no means unbearable, or, for the most part, even unpleasant. The sky is almost always bright and cloudless, and the dry pure air makes the cold more bearable than a temperature many degrees higher in damp climates. The winter months are from December to March inclusive, although, particularly in the Chinook regions, there are numerous warm spells during this period.

The table following shows the mean temperature in Southern Alberta each month for a period of seven years:

	1914	1915	1916	1917	1918	1919	1920
January.....	16.30	17.06	8.90	13.20	13.80	34.27	11.31
February.....	16.50	19.98	18.50	11.10	17.40	14.30	24.21
March.....	31.00	28.67	31.65	26.30	32.30	16.40	26.58
April.....	42.80	49.23	44.35	38.00	41.90	44.94	30.59
May.....	50.80	49.99	46.95	49.00	47.80	52.10	46.99
June.....	57.70	53.60	56.10	55.90	61.50	59.48	55.66
July.....	66.50	58.63	63.30	66.70	62.60	64.41	66.91
August.....	61.80	67.00	60.00	61.30	62.50	64.74	64.10
September.....	53.30	49.00	53.00	54.50	54.40	53.35	53.00
October.....	44.60	47.30	40.00	41.50	46.16	31.95	42.50
November.....	32.00	29.33	32.25	44.60	32.77	22.32	31.20
December.....	14.10	24.80	12.00	8.60	29.20	18.23	21.90

Lest it be argued that Southern Alberta is not representative of the whole territory we give below also the mean temperature at Brandon, Manitoba, for the same period:

	1914	1915	1916	1917	1918	1919	1920
January.....	3.30	1.00	13.00	9.80	4.06	10.10 - 6.90	
February.....	9.90	14.10	1.16	6.80	.09	4.30	3.00
March.....	19.02	23.10	7.70	20.30	28.00	9.30	14.10
April.....	35.90	46.40	34.77	32.10	41.05	37.70	27.70
May.....	45.60	47.00	48.90	47.10	46.01	55.70	42.80
June.....	57.60	55.60	56.20	58.10	60.08	65.20	58.40
July.....	70.30	60.50	66.80	67.20	60.06	66.80	62.40
August.....	62.50	64.60	60.10	62.20	60.04	64.80	64.80
September.....	55.10	50.80	52.10	55.10	46.09	52.70	54.80
October.....	47.00	42.40	35.80	31.80	42.03	29.70	43.80
November.....	22.10	20.80	24.10	33.40	26.01	12.80	23.40
December.....	2.70	8.30 - 1.60	6.30	10.00 - 5.20		7.60	

THE CROPS OF THE PRAIRIE PROVINCES OF CANADA

The provinces of Manitoba, Saskatchewan and Alberta are noted for the first class quality and the heavy yields of the crops on their farms. This applies not only to the leading cereal crops but to the fodder and root crops as well. The greater part of the land under cultivation is, of course, sown to grain, and while the grain area is steadily increasing, each year also shows a proportionately greater area being sown to fodder and root crops.

The high quality of the grain of these three provinces is recognized in all large wheat-consuming centres, and the reason is not hard to seek. It is a well-known fact that the farther north wheat can be matured the better is its quality for milling purposes. This is largely due to the long period of daylight during the growing season, while another factor is the extremely fertile soil. Exhaustive experiments have shown that the percentage of gluten in the wheat grown in the Prairie Provinces of Canada is much higher than in wheat grown elsewhere on the American continent.

Whenever hard spring wheat has been shown at any of the leading international agricultural exhibitions during recent years, the first, second and third prizes and the sweepstakes have invariably been awarded to a farmer from one of the three Prairie Provinces of Canada. Farmers of these three provinces have been equally successful in their exhibits of oats, and have made a superior showing with barley and flax to any state in the Union against which they have competed.

Space will not permit of an enumeration of all the successes farmers of the Prairie Provinces of Canada have had with their grain at international exhibitions, but a few of them ought to be mentioned to show that the claims of these provinces regarding the high quality of their crops rest on a solid foundation.

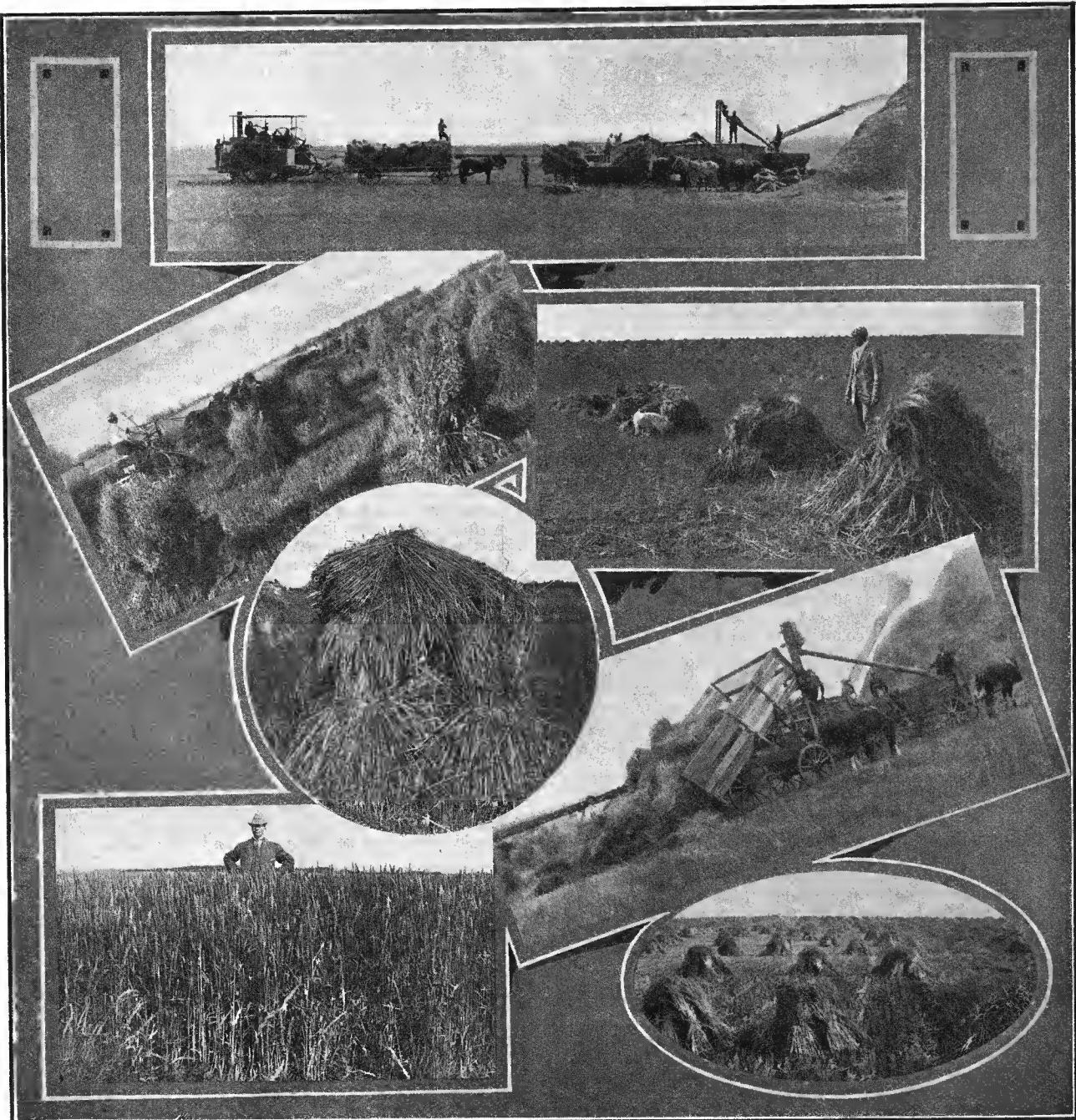
One of the earliest successes with grain grown in Western Canada was made more than twenty-five years ago, when wheat grown in the Peace River Valley in northern Alberta captured the first prize at the World's Columbian Exhibition at Chicago. At the big land and irrigation show held in the Madison Square Gardens, New York, in November, 1911, the three leading prizes for the best sample of hard spring wheat grown in the two Americas were won by farmers of the Prairie Provinces of Canada. Seager Wheeler, of Rosthern, Saskatchewan, won the first, W. J. Glass, of Macleod, Alberta, the second, and Thomas Maynard, of Deloraine, Manitoba, the third prize. The wheat that won the first prize weighed six and a half pounds per bushel above the standard, and was taken from a field that had yielded from seventy and one-fifth to eighty and two-thirds bushels to the acre.

Since then farmers from these three provinces have carried everything before them when showing their grains in competition with that grown in other parts of the American continent. In 1912 the first prize for wheat went to an Alberta farmer, for oats to a Saskatchewan farmer, and for barley to an Alberta farmer. The first prizes for wheat and oats and the majority of the prizes for other grains offered at the leading agricultural shows in the United States have come to farmers in the Canadian Prairie Provinces each succeeding year wherever they have been allowed to compete. The farmers of these three provinces have also been successful in capturing the premier prizes for many other crops in competition with farmers in the United States. In recent years first prizes have been won for potatoes, field peas, corn, rye, alfalfa, timothy, sweet clover, parsnips, beets, turnips, carrots, onions, mangel wurzels, cauliflower, squash, watermelon and so on.

With such results as these there cannot be any doubt about the superior quality of the grain and other crops grown in the Prairie Provinces of Canada. An idea of the high average yields of the grain in these three provinces will be gained by a comparison of the yields of the different parts of the British Isles and of the leading grain growing states of the Union. It must be remembered, however, in comparing the yields of the different parts of the United Kingdom that farming is carried on more intensively there than on the other side of the Atlantic and that the areas planted to grain in Western Canada are considerably larger, while the cost of production is correspondingly smaller.

The question of precipitation—of the rainfall and snowfall—is also one of first importance to intending settlers. The table below shows the average precipitation in inches at Lethbridge, Alberta, and Brandon, Manitoba, for twelve years:

	Lethbridge.	Brandon.
1909.....	16.15	18.01
1910.....	11.89	13.98
1911.....	20.04	26.03
1912.....	21.30	18.04
1913.....	17.38	12.00
1914.....	17.36	16.79



WESTERN CANADA HARVEST SCENES.—The Rich Fields of Western Canada Yield Larger Harvests Year In and Year Out than any other part of North America.

	Lethbridge.	Brandon.
1915	17.27	18.18
1916	24.61	20.98
1917	11.95	11.20
1918	7.62	15.25
1919	12.28	17.76
1920	14.05	19.83
Average for 12 years	16.00	17.34

Lethbridge and Brandon have been chosen for the foregoing statistics as Dominion Government reports have been kept at the Experimental Stations there for a long period of years. The average, however, will apply generally to the country as a whole. It is true that rainfall at Lethbridge is considerably less than in Central Alberta and many parts of the other provinces, as there is an area of comparatively light precipitation in Southern Alberta.

It must be said that there are large areas in Southern Alberta where the rainfall drops below the average quoted. These areas of light rainfall have called into existence a number of irrigation enterprises, notably those of the Canadian Pacific Railway Company along the main line of the railway between Calgary and Medicine Hat, and in the Lethbridge district. These irrigation areas are districts of delightful climate and great fertility of soil, and only awaited the application of water, which engineering skill made possible. They are rapidly becoming the greatest alfalfa growing and stock-producing territories of Western Canada, and are well adapted to all forms of intensive farming.

Healthfulness.—The open character of the country, its clear, dry atmosphere, the abundance of sunny days, and the fresh breezes that blow across the plains, all tend to make it one of the most healthful countries in the world. There is an entire absence of malaria, and there are no diseases peculiar to the country. Nowhere in the world will a healthier class of children be found than in Western Canada, and the state of health of the children is perhaps the best indication of the suitability of a climate for white settlement. The spring and autumn are periods of delightful weather, and the summers, while warm, have not the excessive heat and exhausting humidity which render life almost unbearable in so many southern latitudes.

Handling the Grain Trade

Although the livestock and other products of Western Canada amount to many millions of dollars annually, the principal product is grain, and a few words explaining how the grain traffic is handled will be of interest to the intending settler before proceeding to deal in detail with the grain production of the country.

In Canada the practice is to sell all grain according to grades established by law. Inspectors, who are appointed by the Government, decide the grade of the grain passing out of the country. The Board of Grain Commissioners, whose headquarters are at Fort William, Ontario, have general charge of the grain business of the country. They are Government appointees, and in the performance of their duties must themselves comply with the rules governing the grain trade generally, and must see that the law is observed by all concerned in the grain business of the country.

Most of the grain in Manitoba, Saskatchewan and Alberta is handled through elevators located at railway stations in the grain-producing country. Some of these elevators are owned by farmers, some by farmers' organizations assisted by the Govern-

ment, and some by grain dealers and milling companies. In addition to the ordinary elevators at country points, are terminal elevators maintained at Fort William, Port Arthur, and Vancouver, and large government storage elevators located at Moose Jaw, Saskatoon and Calgary. All grain dealers must be licensed and bonded, thus securing the farmer from loss, whether through dishonesty, unfairness, or financial embarrassment of the dealer.

Grain prices in Western Canada are dependent upon the world market.

The farmer may load his grain through an elevator, or, if he prefers to load his grain into a car without dealing with the elevator, he may do so over the loading platforms which are provided at grain shipping points. The railways are compelled by law to erect these platforms at stations from which wheat in carload lots is shipped.

Some idea of the increase in grain production in the three Prairie Provinces may be gained from the following approximate figures for the years 1903 and 1920, showing the development in that period. Figures shown are bushels:

Year	Wheat.	Oats.	Barley.	Flax.
1903.....	56,147,021	47,215,479	10,448,461	884,000
1920.....	234,138,300	314,297,000	40,760,500	7,588,800

Storage Capacity.—To take care of such an immense production of grain requires storage facilities in proportion. Elevators are found at every country market place, and these, with the large terminal storage elevators already mentioned at the head of the Great Lakes have now a capacity of over 150,000,000 bushels. Seventeen years ago—in 1905—the total was only 50,000,000 bushels.

FLOUR MILLING

Flour milling is an important and rapidly growing industry. Nowhere in the world can a finer quality of milling wheat be obtained, and the other conditions required by the miller, such as cheap power and first-class transportation, are also found in Western Canada. The result is that a steadily increasing quantity of Canadian wheat is ground in the country and exported in the form of flour both to European and Oriental markets. The development of this industry is of great importance to the farmers, as it affords another outlet for their wheat, and also supplies them with mill by-products for stock feeding. The flour mills and oatmeal mills of the country now grind a very considerable part of the wheat and oat crops.

Average Yield Per Acre for Ten Years

	Wheat.	Oats.	Barley.	Flax.
All Canada	19.29	35.28	28.02	11.37
England	31.49	40.55	32.55	
Wales	27.71	35.21	30.73	
Scotland	39.79	38.40	35.31	
Ireland	37.12	50.00	42.86	
United States	13.20	29.90	25.20	8.60
Alberta	19.73	39.21	27.24	9.55
Saskatchewan	16.04	34.37	25.80	8.85
Manitoba	18.05	37.05	27.31	11.25
Minnesota	13.50	30.80	23.60	9.70
Iowa	15.50	32.80	26.80	10.30
North Dakota	11.20	26.70	20.10	8.20
South Dakota	11.90	26.80	21.40	8.50
Kansas	9.60	24.80	17.40	6.70
Nebraska	12.90	26.00	21.60	8.60
Wisconsin	17.60	33.20	28.00	13.40

Fodders and Roots.—The greater part of the Prairie Provinces of Canada are well adapted for the culture of fodder and root crops. Many farmers, especially in Alberta and Saskatchewan, are content to rely upon the rich native grasses to feed their stock, although with the increasing settlement of the country the more progressive ones are going more and more into diversified agriculture, growing tame fodders on greater areas each year. Alfalfa, brome grass, timothy, rye grass, corn, sunflowers, vetches, clover, and field peas are the chief cultivated fodder crops.

Alfalfa.—Alfalfa (Lucerne) is now recognized as one of the principal crops in Western Canada. It is becoming the staple crop in the large irrigated areas in Southern Alberta, where two or three cuttings, with yields averaging from three to five tons to the acre, are taken each year after the crop has been properly started. It is also grown on lands that do not require irrigation in various parts of Saskatchewan and Manitoba. In Saskatchewan the government has encouraged the growth of this valuable crop by awarding liberal prizes to successful growers.

Timothy.—Timothy is another crop which is grown very successfully both in the irrigated areas of Southern Alberta and in the districts of greater rainfall in other parts of the Canadian Prairies. From two to three tons of timothy to the acre are grown, and yields as heavy as four tons to the acre have been reached.

Clovers, Vetches, etc.—All kinds of clovers thrive well and are very productive in the Prairie Provinces. Red Clover, white clover, alsike clover and sweet clover are the principal varieties grown, according to the suitability of the soil and the amount of moisture. Red, white and alsike clover are re-grown extensively under irrigation in Southern Alberta. Field peas and vetches also do well, giving large yields of a very nutritive fodder.

Oats and Barley.—These are very important fodder crops. In addition to the crops that are allowed to mature as grain, large areas of oats are planted every year to be cut green for fodder. For fattening cattle and hogs the farmers of Western Canada consider there is no better food than their oats and barley. The value of oats and barley for finishing beef animals was well exemplified at the International Livestock Show at Chicago in 1912 and 1913, when Manitoba steers finished on these grains won the grand championship of the American continent.

Corn and Sunflowers.—The corn belt is gradually extending farther north and already excellent crops of corn are being grown in the Southern parts of Manitoba, Saskatchewan and Alberta. Two years ago a Manitoba farmer, John Hamilton, of Kelwood, won the first prize for North Western Dent corn in competition with corn growers from all over the United States. At the Dominion Experimental Station at Indian Head, Saskatchewan, the average yield of corn has been from seventeen to twenty-six tons to the acre during the past few years.

But the need for corn is not so great in the Canadian Prairie Provinces as it is farther south. Something has already been said about the value of oats and barley for finishing livestock, while as an ensilage crop, sunflowers have proved to be highly satisfactory. This crop, which has been demonstrated to be the equal if not the superior to corn in feeding value, is a very hardy crop in Western Canada and yields heavily, from fifteen to thirty tons to the acre being average returns. Sunflowers are being grown extensively in all parts of the three Prairie Provinces,

and to take care of this valuable crop, silos have been erected on hundreds of farms during the last two or three seasons. This crop promises to revolutionize the dairy and livestock industries of Western Canada.

Roots and Vegetables.—All varieties of roots and vegetables usually grown in temperate climates are grown successfully in the Prairie Provinces of Canada. Most farms now have their gardens, some, it is true, being only large enough to supply the household needs, but others are large enough to give a surplus for marketing. There is a big field for the farmer who gives attention to the vegetable garden. This field will increase with the rapid settlement of the country, and the growing of vegetables, especially on farms conveniently located to the larger centres, should become one of the most profitable branches of farming. Potatoes of a high quality and yielding heavily are grown in all parts of these provinces. The practical absence of the potato bug and other pests that limit yields in many other countries is a great advantage to potato growers in Western Canada.

Sugar beets can be grown successfully in all three Provinces. In the irrigated areas of Southern Alberta they have been proved to be a very successful crop, and as the facilities for handling them increase there is no doubt that a very important industry will be built up.

Asparagus, beans, peas, beets, carrots, turnips, early and late cabbage, cauliflower, cucumbers, lettuce, sweet corn, celery, parsnips, garden peas, radishes, tomatoes, pumpkins and squash are among the vegetables that are successfully grown in the Canadian Prairie Provinces.

Fruit Growing.—Fruit has not been grown in Alberta, Saskatchewan and Manitoba to any great extent, largely because farmers have been mainly occupied with their grain and stock interests. Those who have devoted some attention to fruit culture, however, have established the fact that the smaller fruits can be grown successfully and on a commercial scale.

Currants, raspberries, strawberries, saskatoons, gooseberries and similar fruits grow wild, and when placed under cultivation yield many profitable crops. Many farmers now have fruit gardens sufficient for their own requirements, and some are making a good business by supplying nearby markets. The small fruits raised in these provinces have an excellent flavour and are much in demand. The farmer who sets out a fruit garden, taking care to plant a windbreak and giving the plot proper cultivation, can not only supply his own needs but add a considerable item to his income on the side.

Trees for beautifying the farm, providing shelter and wind-breaks, and eventually fuel, are easily grown, saplings being provided free from the government nurseries, and many farm homes in the older settled districts, which were originally located on absolutely bare prairie, are now completely sheltered in magnificent groves of trees.

Bee-keeping.—Although the production of honey in the Prairie Provinces of Canada is steadily growing, there is plenty of scope for a considerable extension of the industry. There are few places where bee-keeping cannot be carried on profitably. At all the government experimental farms large quantities of honey have been produced annually for a number of years. White and alsike clovers have been the principal sources of the honey on all these farms with the exception of that at Lethbridge, where the large fields of alfalfa grown under irrigation are rich in nectar.

In Manitoba great strides have been made in bee-keeping since the formation of a beekeepers' association two or three years ago. In 1920 there were 921 beekeepers in the province,

with approximately 15,000 colonies of bees, and nearly a million pounds of honey is being produced annually. The Prairie Provinces of Canada have everything needed for the growth of the industry except the bees and the beekeepers—the climate is favourable, there are plenty of nectar laden plants, while the market for the product is the best in America.

LIVESTOCK AND DAIRYING

Before the Prairie Provinces had become famous for the growing of grain, they were favourably known for their wide ranges upon which immense herds of cattle and horses grazed all the year round. Alberta and Saskatchewan were then described as the "Stockman's Paradise." The abundance of nutritious grasses, the pure water and healthful climate combined to ensure the raising of strong, healthy animals. Though these large ranges have, for the most part, since been broken up, their place has been taken by thousands of smaller farms, each with its own little herd. The result is that the aggregate stock interests of these provinces are now far greater than in the days of almost exclusive ranching.

The governments of the three provinces fully recognize the importance of the livestock industry, which makes for greater permanency of agriculture and greater profits in the long run than exclusive grain-growing. They have, therefore, given great encouragement to the industry in many ways. Prizes are offered at the provincial livestock shows, assistance is given to farmers in the purchase of cattle and sheep, pure bred sires are placed at the disposal of farmers at small cost, and in many other ways the livestock industry is fostered. The Canadian Pacific Railway has always been active in directing the attention of the farmer to the importance of livestock raising, and in assisting him to make a proper start. Other organizations—agricultural societies, boards of trade, banks and, in many cases, organizations expressly formed for the purpose, likewise have been and are still active in encouraging increased livestock production.

Horses.—The draft horse is very much in demand in the Prairie Provinces of Canada. Tractors have by no means displaced horses in the work on the Prairie farms, nor are they likely to do so in the future. The supply of horses in many districts is often unequal to the demand, and the quality of the local animals is such that they have gained a reputation abroad as well as at home. Endurance, lung power, clean bone, and freedom from hereditary and other diseases are qualities for which the horses raised on the Prairie farms are noted and which they were able to demonstrate in an effective manner in France during the war.

Clydesdales, Percherons, Shires and Belgians are among the chief breeds of draught horses that are favoured by Prairie farmers, who in many cases have earned reputations far beyond the boundaries of these provinces for the high class of animal they are breeding. In Southern Alberta is one of the largest horse ranches in the world. On this ranch are more than three hundred pure bred Percherons. The brood mares are never stabled, and, except in very rare cases, are never fed anything but what they can pick up on the native pasture winter and summer. At different times several horses from this ranch have been purchased by well-known breeders in Great Britain. Animals of the various breeds named have carried off honours both at the local fairs and at fairs in other countries, one of the latest successes being the Grand Championship for Clydesdales at the International Livestock Show at Chicago in December, 1920, and again in 1921, which was won by "Wee Donald," a fine stallion owned by L. Weaver and Sons, of Lloydminster, Saskatchewan.

The number of horses in the Prairie Provinces in 1920 was estimated at 2,038,284. The Prairie farmer who makes it a point to have a few horses for sale each year has every reason to be pleased with the prospect.

Beef Cattle.—The visitor or new settler is invariably struck with the high quality of the cattle on the farms of the Prairie Provinces of Canada. The policy which the Dominion and Provincial Governments, and organizations like the Canadian Pacific Railway, have followed of encouraging the use of pure-bred breeding stock to raise the general quality of the herds has been one of the reasons for the fine cattle on these farms. Another has been the encouragement and assistance afforded by the system of annual fairs, held at various points in the three provinces, by demonstration trains, by the agricultural schools and colleges, and by the various livestock and similar associations. But these, and other forms of encouragement, valuable as they have been, could have availed little, had not the country been blessed with a favourable climate, a fertile soil producing an abundance of nutritious grasses and other fodder crops, and a plentiful supply of pure water—the prime conditions on which the success of the cattle industry in the Prairie Provinces of Canada is based.

The opportunities open to the farmer who wishes to combine cattle raising with grain-growing are particularly favourable. He has a country here where land can be acquired at a low cost and on very easy terms, and where great quantities of coarse grains and fodders are cheaply produced. On the grain farm the immense quantities of straw which are available after each harvest can be utilized to advantage along with other crops in feeding cattle.

At Winnipeg, Moose Jaw, Prince Albert, Calgary and Edmonton large and up-to-date stockyards have been established, where the farmer can forward his cattle for sale at the prevailing market prices. Cattle that require finishing can also be obtained, and farmers who have a surplus of fodder available on their farms have found the purchasing of stockers and feeders at the stockyards and finishing them a profitable business. Some idea of the magnitude of the business carried on by these stockyards may be gathered from the value of the cattle handled through the Calgary stockyards in 1919, which was computed at upwards of \$21,000,000. The city of Calgary is also the home of the largest individual cattle auction in the world. This sale, which takes place in April of each year, and sales of a similar kind which are held at other centres, are important factors in improving the quality of the herds and increasing the distribution of the best breeds of cattle throughout the three provinces.

Dairying.—During the last few years considerable progress has been made in the dairying industry in the Prairie Provinces of Canada. The three provinces vie with each other in the production of a quality of butter that is acceptable to the leading markets of the world. It is not very many years ago since butter had to be brought into many parts of these provinces from outside districts, but the story is a different one now, for in addition to manufacturing sufficient quantity for home consumption, there has been a fair surplus for export during the last few years. All butter for export is graded by the official inspectors of the Provincial Governments, and realizing that there is always a demand for the best, the governments have encouraged farmers to pay particular care to the quality of the cream they forward to the creameries.

In 1920 the value of the dairy products of Alberta reached \$34,000,000, of Saskatchewan nearly \$22,000,000, and of Manitoba \$16,000,000. The same year fifty-three creameries were in operation in Alberta, forty-seven in Saskatchewan and fifty-three in Manitoba. The total output of butter of the three

provinces in 1920 amounted to about seventy-six million pounds. The home market absorbed the greater portion of this quantity, but several million pounds also found a ready market in the larger cities of Eastern Canada, in the cities on the Pacific Coast, and in Chicago and New York, where it met with considerable favour. Several consignments were also made to the British market.

Each of the Provincial Governments gives liberal assistance in the establishment of creameries of groups of farmers. Wherever conditions warrant the establishment of a creamery loans are granted for the purpose to the farmers interested. The creameries are subject to the control of the farmers, but under government direction. At the end of every month each farmer receives credit for the cream he has delivered to the creamery, a cash advance is paid to him at once and a cheque for the balance is sent to him as soon as the product is sold. Co-operative creameries, under government supervision, have been a valuable factor in promoting the dairying industry in the Prairie Provinces and have resulted in the manufacture of butter of an exceptionally high standard, commanding the best prices in the open market.

Although more attention has been paid to the production of butter, the manufacture of cheese has not been neglected, and in many districts the output of this valuable article of food is steadily increasing.

An excellent market for milk and cream is also afforded by the cities and towns scattered throughout the three provinces. The price paid to farmers in Western Canada for their milk and cream is usually higher than it is in older settled countries where the more expensive lands also make the cost of production higher.

Sheep.—There is undoubtedly a great future for the sheep raising industry in the Prairie Provinces. Farmers here who have had experience with the raising of sheep in other parts of the world maintain that in no other country are conditions more favourable. The industry has not, however, advanced to the same extent as the cattle industry, for instance, partly, no doubt, owing to the unfavourable conditions for the marketing of wool which existed up to a few years ago, and also to the difficulty in getting sheep in large numbers. These disadvantages are being steadily overcome, however. The formation by the farmers of local wool growers' associations for the collection of wool and a national co-operative selling organization has greatly improved the marketing conditions, while the Provincial Governments have assisted farmers to obtain sheep by importing them from other countries and selling them at cost to farmers on easy terms of payment. In 1920 two and a half million pounds of wool were produced in the province of Alberta alone, and were sold through the Co-operative Wool Company at an average price of forty cents a pound.

The demand for mutton in Western Canada is far greater than the supply and is constantly increasing. The home-grown article is much better than anything that can be imported and commands a good price. All the well-known breeds of sheep, suitable to the temperate zone, do well in the Prairie Provinces.

An example will illustrate the kind of profits that many farmers in the Prairie Provinces have been making with sheep during the last few years. In 1915 one hundred range ewes

and three pure-bred rams were purchased at a total cost of \$1,110 and taken to a farm at Scott, in the west central part of Saskatchewan. The flock was wintered in a straw shed, a frame structure being made the following summer. Two more ram lambs were afterwards purchased at a cost of \$100, making a total cash outlay for stock of \$1,220. On November 1st, 1918, the flock was valued at \$2,740, while the proceeds from the sales of wool and mutton since the purchase of the stock amounted to \$2,485. In other words, the value of the investment grew from \$1,220 to \$5,225, or an increase of more than \$4,000 in three years.

Swine.—Taking into consideration that hogs can be raised in the Prairie Provinces of Canada as economically as anywhere on the American continent, there is generally good money in raising these animals. Farmers have clearly demonstrated that their fields will produce large crops of alfalfa, the "king of hog fodders," oats, barley, rape and roots of all kinds as cheaply as anywhere. There is also on most farms an abundance of by-products, which make very valuable food for hogs, but which would often go to waste if hogs are not kept. The feeding of at least a few hogs is an economical proposition on most farms. The practical absence of hog diseases, a healthful climate, and, as a rule, an abundance of pure water, also make for the success of the industry.

Poultry.—It is generally conceded that the primary conditions for successful poultry raising are reasonable mildness of climate, abundance of sunshine, and dryness of atmosphere. These conditions are all present in the highest degree in the Prairie Provinces of Canada. The climate is exceptionally favourable to successful poultry raising. Throughout the year there is an abundance of sunshine, and there are very few days, either in summer or winter, when the hens cannot take exercise out-of-doors at some time during the day. In March, April and May the rainfall is comparatively light, making conditions for rearing the very best for all kinds of poultry. Since this is the hatching season, the poultryman has ample opportunity to get the young stock past the danger point before the intervention of wet weather, which is often injurious to the young birds. With fourteen to eighteen hours of sunshine during the summer months, the chickens have the best of chances to reach maturity.

While the profits to be made in poultry raising are such as would tempt the specialist to engage in the business exclusively, the greatest development in the Prairie Provinces of Canada will, no doubt, be amongst those engaged in mixed farming. Screenings and other waste products from the grain crops can be turned into cash by means of a flock of chickens, ducks, geese or turkeys. In this way there is practically no outlay, the revenue being as good as so much found money.

Farmers have a cash market for all their surplus eggs and poultry. Poultry killing stations and cold storage plants are in operation at all the larger centres, and prevent the markets from being swamped. Turkeys, which do exceptionally well in the Prairie Provinces, are sent to the Pacific coast cities in large numbers every year. Egg grading stations have been opened at several points, and a reputation is being created in outside markets for eggs of a uniform size and first class quality.



ALBERTA



Alberta is the most western of the Canadian Prairie Provinces. Its southern boundary adjoins the State of Montana; its western boundary is the crest of the Rocky Mountains, which it follows in a north-westerly direction to a point on about the same parallel as Edmonton, when the boundary leaves the mountains and continues due north to the 60th parallel, which is the northern boundary of the province. Its eastern boundary is the 110th meridian west from Greenwich, which is also the western boundary of the sister Province of Saskatchewan. The Province of Alberta comprises an area greater than that of any country in Europe save Russia, and more than twice the combined areas of Great Britain and Ireland. Its northern boundary, the 60th parallel of latitude, passes through the Shetland Islands and north of Petrograd; and its southern boundary, the 49th parallel of latitude, passes south of the English Channel, through France a few miles north of Paris, through the southern portion of Germany and the middle of Central Europe just south of Vienna.

The province embraces 162,765,200 acres. Of this 1,510,400 acres is the estimated area contained in rivers and lakes, leaving 161,254,800 acres of land.

According to Dominion Government estimates there are some 105,000,000 acres of agricultural land in this province. Of this enormous area, somewhat more than nine million acres were in crop in 1921; in other words, only about nine per cent. of the land available for cultivation in the province has as yet been brought under the plough.

None of the other Prairie Provinces presents the variety of climatic and geographical features to be found in Alberta. The topography of the country ranges from the vast, level, treeless plain to the wildest and grandest mountain scenery. The climate of the southern and south-western portions of the province is the mildest in Canada, with the exception of some parts of British Columbia. In the district lying southward from Calgary the snowfall is so limited that sleighs are seldom used.

The Eastern slopes of the Rocky Mountains, including the great foothill country which extends towards the plains some fifty miles farther than the mountains proper, and which has become famous as the home of the ranching industry, are included in Alberta for nearly 400 miles in a north-westerly direction. The slopes of these mountains, as well as many of the foothill valleys, are heavily covered with timber, and a great forest reserve has been created by the Dominion Government to guarantee the preservation of these forests. The policy of the Government is to maintain for all time a vast forest reserve which will afford a permanent supply of building material to the settlers of Alberta, and at the same time constitute a reservoir storing up the heavy snowfall of the mountain region to be distributed over the plains by the natural agency of wind and rain, or by the artificial means of irrigation. Many mountain rivers come down from these wooded slopes, and exert a very great influence upon the country which they traverse. They water fertile valleys which are rapidly becoming centres of close population. They bring down the logs of the lumbermen to railway connections, where towns spring up and sawmills provide labor for the working man, and fuel and lumber for the settler. They make available an enormous supply of water for irrigation purposes. They provide beautiful sites and ample water supply for cities and towns, and it is worthy of note that all the larger cities in Alberta are located on fine rivers. And these rivers, with their scores of mountain tributaries, afford a region of unmixed delight for the sportsman and angler.

ALBERTA'S PROGRESS

The greatest natural resource of the province is, of course, its immense area of fertile farm land; but aside from this there are resources which in themselves are capable of supporting a very large population, and which are of prime interest to the intending home-maker. The province has forests of great value and extent, which support an important lumber industry. Great coal properties have been opened up; in 1920 the coal production of the province exceeded 7,000,000 tons, and is steadily increasing; hitherto unexploited deposits of natural gas have been tapped; the existence of oil of altogether exceptional quality has been established; great beds of merchantable clays and shales have been uncovered and factories erected for their manufacture; and the development of all these natural resources means not only a convenient supply of the various commodities used by the farmer, but also a large and profitable market at his door for his grain, hay, cattle, hogs, mutton, poultry, butter, milk, eggs, roots, vegetables and small fruits—in fact, everything capable of being produced on the Alberta farm.

Although Alberta has all these varied resources, it is her fertile farm lands which are the basis of her present and future prosperity. They vary from open prairie to more or less heavily wooded districts, and the soil, which is very rich and deep, ranges from a light chocolate to a heavy loam. Its fertility is evidenced by the record of crops shown here. With all these enormous resources and undeveloped opportunities the popula-

tion of Alberta at the present time is estimated to be only 600,000. It is truly a country where the land is calling out to the home-builder to come and occupy it and partake of its riches.

Summary of the Acreage and Yields of the Leading Grains in Alberta During the Period 1901-1920

	Year	Crop area in acres	Total yield in bushels	Aver. per acre	Aver. yield	Year	Crop area in acres	Total yield in bushels	Aver. per acre	Aver. yield
Spring Wheat...	1901	34,890	857,714	24.58		1917	2,537,900	86,288,600	34.00	
	1902	45,064	850,122	18.86		1918	2,651,548	60,322,717	22.75	
	1903	59,951	1,118,180	18.65		1919	2,767,372	65,725,000	23.75	
	1904	47,411	786,075	16.58		1920	3,089,700	115,091,000	37.25	36.48
	1905	75,353	1,617,505	21.46						
	1906	115,502	2,664,661	23.07						
	1907	123,935	2,261,610	18.25						
	1908	212,677	4,001,503	18.81						
	1909	324,472	6,155,455	18.97						
	1910	450,493	5,697,956	12.65						
	1911	1,299,989	28,132,000	21.64						
	1912	1,256,200	27,059,000	21.54						
	1913	1,310,000	30,130,000	23.00						
	1914	1,150,000	23,219,000	20.19						
	1915	2,098,123	65,289,000	31.12						
	1916	2,586,798	64,539,000	24.95						
	1917	2,845,600	51,932,200	18.25						
	1918	3,848,424	23,090,544	6.00						
	1919	4,241,903	33,935,000	8.00						
	1920	4,036,483	82,748,000	20.50	19.35					
Winter Wheat .	1903	3,440	82,418	23.95						
	1904	8,296	152,125	18.33						
	1905	32,174	689,019	21.41						
	1906	61,625	1,301,359	21.11						
	1907	83,965	1,932,925	20.66						
	1908	104,956	3,093,422	29.47						
	1909	102,167	2,312,344	22.63						
	1910	142,467	2,206,564	15.48						
	1911	316,910	9,011,000	25.28						
	1912	161,000	3,515,000	21.83						
	1913	202,000	4,242,000	21.00						
	1914	221,100	4,252,000	19.23						
	1915	39,908	1,249,000	31.30						
	1916	18,177	549,000	30.20						
	1917	51,700	1,059,900	20.50						
	1918	44,065	660,975	15.00						
	1919	40,600	640,000	15.75						
	1920	38,000	713,000	18.75	21.77					
Oats.....	1901	104,533	4,253,284	40.68						
	1902	118,997	3,776,976	31.74						
	1903	162,314	5,187,511	31.95						
	1904	180,698	5,609,496	31.04						
	1905	242,801	9,514,180	39.18						
	1906	335,728	13,136,913	39.12						
	1907	307,093	9,274,914	30.11						
	1908	431,145	15,922,974	36.93						
	1909	693,901	24,819,661	35.76						
	1910	492,589	12,158,530	24.68						
	1911	1,178,300	56,964,000	48.34						
	1912	1,359,300	62,936,000	46.30						
	1913	1,639,000	71,542,000	43.65						
	1914	1,502,000	54,523,000	36.30						
	1915	1,827,091	83,875,000	45.91						
	1916	2,124,081	102,199,000	48.11						
Barley.....	1901									
	1902									
	1903									
	1904									
	1905									
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Flax.....	1902									
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LIVESTOCK IN ALBERTA

Long before Alberta's fame as a grain-growing country had become established it was recognized as the home of the rancher and stockman. The remarkable nutrition of the prairie and foothill grasses, the pure water and the moderate climate combine to favor the livestock industry. The foundations of many very comfortable fortunes have been laid by Alberta ranchers and farmers engaging in the livestock business.

The opportunity of the farmer who wishes to combine stock-raising with grain-growing is particularly favorable. Land on which great quantities of coarse grain and fodders are cheaply produced can be obtained at low cost and on easy terms. Many farmers are able to turn their straw piles and other waste products to good account by winter-feeding stock for the large ranching companies. Horses, cattle, sheep and hogs all do well

in Alberta. The following table shows the numbers of the various kinds of stock in the province during the four years from 1917 to 1920 inclusive.

	1917	1918	1919	1920
Horses.....	718,317	791,246	800,380	741,851
Milch Cows...	325,861	328,702	336,596	305,607
Other Cattle...	1,209,433	1,362,880	1,247,448	1,050,334
Total Cattle...	1,535,294	1,691,332	1,584,044	1,355,941
Sheep.....	276,966	332,179	364,498	383,424
Swine.....	730,237	601,534	345,858	286,556

The Peace River Country

The Peace River Country of Northern Alberta is often termed the Last West, where yet there exist wide stretches of virgin, fertile, agricultural lands which may freely be filed upon as homesteads by incoming settlers. It is a region of tremendous extent which by nature of its remoteness and inadequacy of communication, no less than by the necessity of waiting the development of the areas to the south of it, was slow in making its true value known, but one which in the space of a few short years has proved itself beyond dispute and is in universal favor as attested by the influx of settlers it witnesses each year.

HOW IT IS REACHED

The Peace River Country is penetrated by the Edmonton, Dunvegan and British Columbia Railway which runs north from Edmonton to Lesser Slave Lake and then westerly to McLennan, the junction point with the Central Canada Railway, taking the trains right through to Peace River town. From McLennan the line goes west as far as Spirit River with the line graded west to the British Columbia boundary, the entrance to the Pouce Coupe district. From Spanish River a branch line runs to Grande Prairie city, the centre of the famous Grande Prairie district. The city is 406 miles from Edmonton.

CLIMATE

The country has a wonderful climate of moderating influences. Winters are crisp and clear, summers dry and balmy. Blizzards are unknown, and throughout the winter months the Chinook winds blowing from the Pacific through the mountain passes periodically remove the snow and bring back a summer temperature. The summers are remarkable for their long days and short nights, there being almost continual daylight for three months. The long hours of sunshine, productive of the finest crops, are followed by cool nights conducive of the most comfortable rest.

NATURE OF LAND

The nature of the land in such an extensive area naturally varies greatly. A large portion of the country is sparsely wooded with willow brush and small and medium sized poplar. There are some patches of open prairie. This diversity provides openings for the pursuit of all phases of farming, grain growing,

mixed farming, stock raising, dairying and others. Grazing areas produce an abundance of luxuriant grasses, and the coulees and valleys of the rolling country provide admirable shelter. There is no manner of farming which cannot be followed profitably and is not pursued successfully at the present time.

AGRICULTURAL PRODUCTION

It may be broadly stated that all crops which can be grown further south in the province are capable of as successful production in the Peace River Country and this makes a healthy and substantial aggregate. The growth of wheat, oats, barley and other cereals, as well as roots and vegetables, is equal to that of any other temperate climate. Grain sown early in May ripens about the middle of August, thus avoiding the early frosts. The rapid growth is due to the long hours of sunshine in the summer months, from June 1st to September 1st there is from sixteen to twenty hours sunshine daily. A total crop failure has never been known in the Peace River Country.

The prize grown wheat of the Chicago World's Fair as far back as 1893 was grown in the Shaftesbury Settlement, fifteen miles from Peace River Crossing.

Henry Robertson, one of the pioneers of the Grande Prairie district, has never had a crop of less than twenty-five bushels of wheat to the acre, whilst his returns have recorded as high as fifty. In 1921 his twelfth consecutive bumper crop returned him nearly eighteen thousand bushels.

A thresher in the Lake Saskatoon section in 1921 in seven days' operations on various farms recorded an average yield of thirty-five bushels of wheat to the acre over all. One field of marquis yielded 60 bushels to the acre. An oat field returned 107 bushels to the acre, and a barley field 71 bushels.

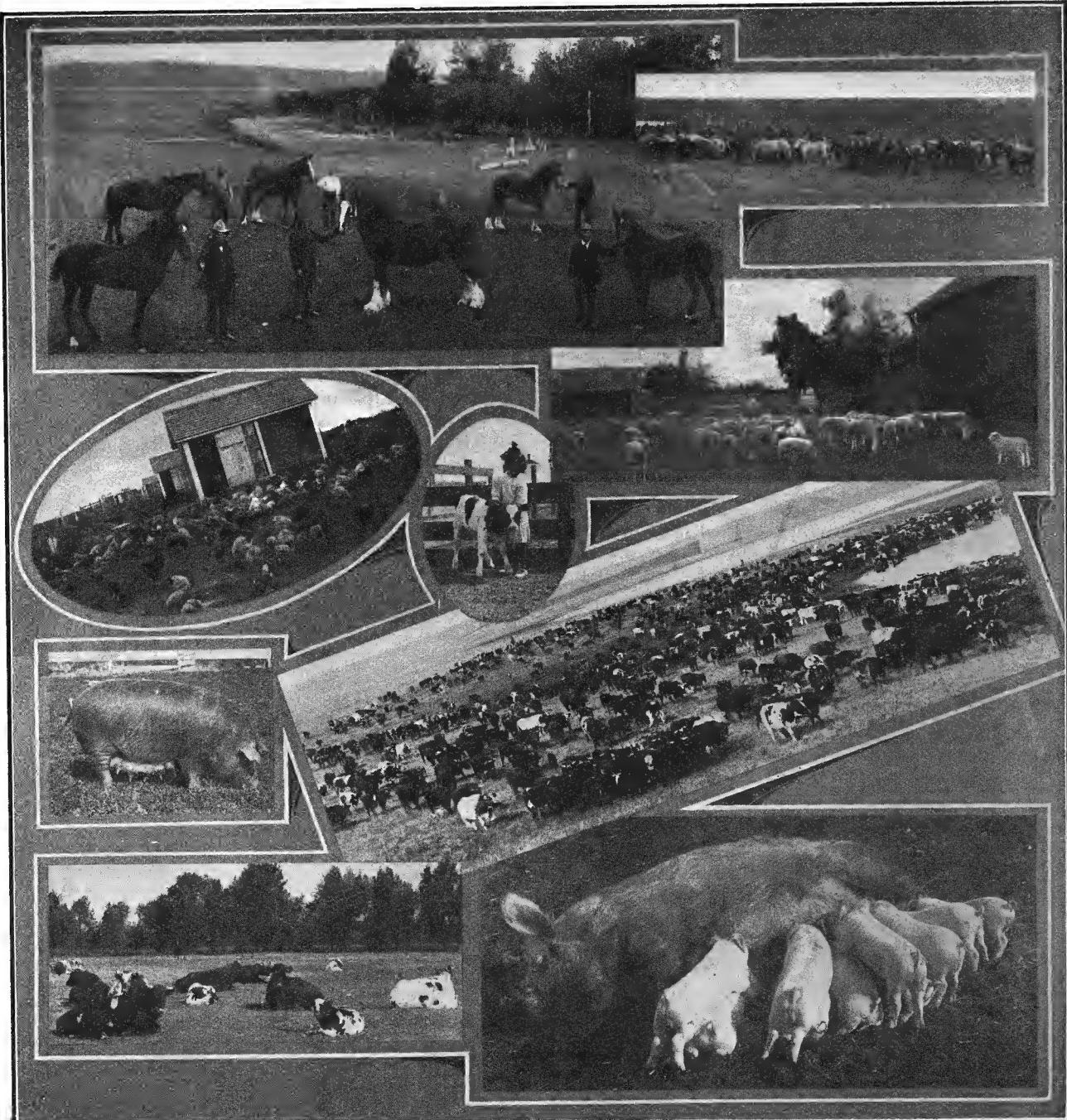
VEGETABLES AND GARDEN PRODUCE

By actual test and lengthy experience the land of the Peace River country is well adapted to the growing of large crops of the best vegetables. The average yield of potatoes is 400 bushels to the acre, and yields of 500 bushels are not uncommon. Carrots, beets, onions, celery, cabbage, garden peas, tomatoes, lettuce, radish, turnips, squash, pumpkins give large and satisfactory crops and properly matured vegetables.

GROWTH OF SETTLEMENT AND CULTIVATION

The Peace River Country at the present time is the Mecca of thousands of settlers who, throughout the summer months, pour into the country from various points along the railroad. The great favor with which the region is regarded, and an indication of its prosperous status, is evidenced in the rapidly increasing cultivation. In the year 1906 there were less than 500 acres under cultivation. In 1913 one man alone had 900 acres sown. Last year there were between 175,000 and 200,000 acres, tributary to the Edmonton, Dunvegan and British Columbia Railroad, under crop.





THE STOCKMAN'S PARADISE.—Western Canada is Properly Described as a Paradise for Stockmen and Mixed Farmers.



SASKATCHEWAN



Saskatchewan lies between the 49th and 60th parallels of north latitude, and between the meridians of 102 and 110 degrees west from Greenwich. The southern border is the International boundary, the dividing line between Canada and the United States. South of Saskatchewan are the States of North Dakota and Montana; east of it is the Province of Manitoba; west of it is the Province of Alberta, and on the north it is bounded by the unorganized North West Territories. Its greatest length is 760 miles and its width on the south is 393 miles. At the middle it is 300 miles wide; at the northern boundary it has a width of 277 miles. The area of this great quadrangle is 250,650 square miles, of which 8,318 square miles are water. The land surface contains 155,092,480 acres. Of this immense acreage, less than 23,000,000 acres were under crop in 1920.

For grains, fodder crops, roots and vegetables, the soil of Saskatchewan could hardly be improved upon. As in all areas of the extent of this province, there is a great variety in the class of soil, though practically all districts are very desirable for agriculture. The color ranges all the way from a light chocolate to deep, black loam, and the texture from a heavy to a rather light loam with a slight mixture of sand. Large and profitable crops are grown on all classes. The subsoil is clay, generally underlaid with a clay, sometimes mixed with gravel. Almost without exception the soil is rich, deep, and fertile.

CLIMATE.—The climate of Saskatchewan is pleasant and exceedingly healthy. The temperature during the summer frequently rises to between ninety and one hundred degrees; but the heat is tempered with a never failing breeze, and the nights are cool and refreshing even after the hottest days. The number of hours of sunlight during the summer months is greater here than in the more southern latitudes, and the clear healthful atmosphere is particularly invigorating and refreshing. The autumn season in Saskatchewan is probably unsurpassed in any part of the world. The winters are cold, but usually bright and clear, and there is none of the dampness and humidity which render the cold unbearable in the British Isles.

Saskatchewan, like Alberta, has the great advantage of receiving most of its rainfall during the growing season. The average annual rainfall is not heavy, but as two-thirds of it generally comes between April and September, the growing crops receive more actual rainfall than in many countries with heavier annual precipitation. In the south-western portion of the province irrigation is employed to a considerable extent, but elsewhere all ordinary crops are grown without artificial watering.

SASKATCHEWAN'S GRAIN PRODUCTION.

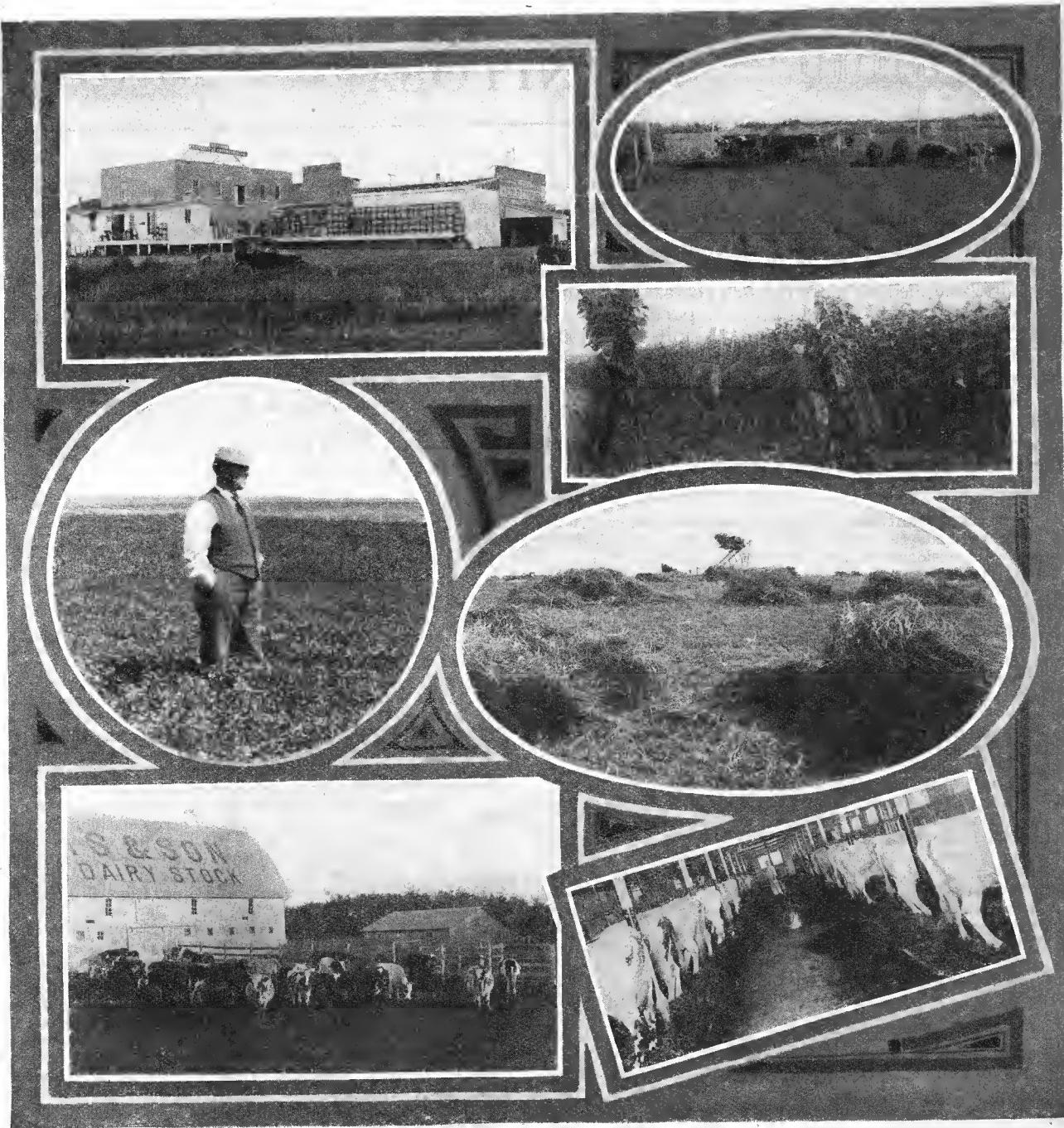
More than fifty per cent. of the wheat grown in Canada is produced on Saskatchewan farms, but it has been proved that conditions in the province are just as favorable to the raising of all kinds of livestock as they are to grain growing. The raising of livestock, especially beef cattle, was extensively followed long before the grain growing possibilities of the province were recognized. Though the immense ranges of the past have become, to a great extent, a matter of history, they have been succeeded by thousands of farmers each with his own little herd, with the result that the aggregate stock interests of the province are now very much greater than in the days of almost exclusive ranching.

Saskatchewan's grain production for the last five years is shown in the following table, but the splendid average yields will be better appreciated by comparison with the average yields of the leading grain-growing districts of the United States, as shown in the table on page 12 of this handbook.

	Year.	Crop. area in acres	Total yield in bushels	Aver. per acre	Aver. yield
Wheat . . .	1916	9,032,109	147,559,000	16.34	
	1917	8,273,250	117,921,300	14.25	
	1918	9,249,260	92,492,600	10.00	
	1919	10,587,363	89,993,685	8.50	
	1920	10,061,069	113,135,274	11.20	16.04
Oats..... . .	1916	3,791,807	163,278,000	43.06	
	1917	4,521,600	123,213,600	27.25	
	1918	4,988,499	107,252,725	21.05	
	1919	4,837,747	112,157,000	23.10	
	1920	5,106,832	141,549,000	27.70	34.37
Barley..... . .	1916	367,207	9,916,000	37.00	
	1917	669,900	14,067,900	21.00	
	1918	699,256	11,888,082	17.00	
	1919	492,586	8,971,000	18.20	
	1920	519,014	10,501,500	20.25	25.80
Flax..... . .	1916	542,034	6,692,000	12.35	
	1917	753,700	4,710,600	6.25	
	1918	840,975	4,204,785	5.00	
	1919	929,945	4,490,000	4.80	
	1920	1,140,921	5,705,000	5.00	8.76

The following table showing the number of the various kinds of livestock in Saskatchewan in the years 1917 to 1920 indicates the importance of the livestock industry to the province.

	1917	1918	1919	1920
Milch Cows...	354,403	352,989	374,062	354,507
Other Cattle...	856,687	926,342	1,005,501	969,555
Total Cattle...	1,211,090	1,279,331	1,379,563	1,324,062
Sheep..... . .	127,892	134,177	146,911	160,918
Swine..... . .	573,938	521,240	432,367	321,900
Horses..... . .	880,301	990,009	1,078,452	939,805



FODDER CROPS AND DAIRY COWS.—In the excellence of the wild and tame fodders of Western Canada is found the basis of its valuable industry.



MANITOBA



Manitoba is the oldest and the most eastern of the so-called Prairie Provinces of Canada. The first agricultural settlement in the district now comprised in the Province of Manitoba was made under the leadership of Lord Selkirk in 1812 in the Red River Valley near the site of the present City of Winnipeg, but Manitoba assumed little importance as an agricultural possibility until 1878 when the first railway entered her boundaries. In 1882 the Canadian Pacific Railway ushered an area of prosperity into the province. Agriculture has been successfully practiced for more than 30 years, and the information that will be presented to you in the following pages can leave no doubt that Manitoba is particularly well adapted by nature for agriculture, embracing in the term mixed farming in all its branches. Manitoba, as originally created into a province, comprised only 13,500 square miles area. This has been increased from time to time and is now 253,720 square miles, or about the same as Saskatchewan or Alberta.

Manitoba is bounded on the east by Ontario, on the north-east by Hudson Bay, on the north by the North West Territories, on the west by the Province of Saskatchewan, and on the south by the States of Dakota and Minnesota, and lies between the 49th and 60th parallels of latitude. It is in the same latitude as the British Isles. Edinburgh is farther north than the present settled parts of Manitoba.

Climate of Manitoba.—Manitoba possesses a climate which is particularly adapted to the production of a healthy, vigorous people. Old residents of the province are unanimous in their declaration that they prefer the Manitoba winter to the winter of the British Isles, or the Eastern Canadian Provinces. Spring and autumn are delightful seasons of moderate temperature and bright sunshine. The summer is warm, the mercury frequently rising to between 90 and 100 degrees, but the warm days are tempered by nights which are invariably cool and comfortable. The long summer evenings, when the sky remains bright until ten o'clock or later, are a most enjoyable feature of the summer climate. The average rainfall is sufficient for the production of all cereal crops and the growing of field roots, garden stuff and fodders of great variety and luxuriance.

Grain Growing in Manitoba.—“Manitoba Hard” Wheat has gained a pre-eminent place among the milling wheats of the world, and its position is assailed only by the “No. 1 Hard” and “No. 1 Northern” of Alberta and Saskatchewan. Spring wheat is grown almost exclusively in Manitoba, although in recent years some attention has been given to winter wheat with good results. The soil and climate of Manitoba are also admirably adapted to the production of oats, barley and flax, the total yearly crop of each of these, with the exception of flax, running into many millions of bushels.

The table below shows the average yield of Manitoba grain crops for the last ten-year period.

Year	Wheat	Oats	Barley	Flax
1911:	22.56	45.92	33.36	14.44
1912:	22.20	42.40	32.92	12.49
1913:	19.02	40.60	28.84	11.70
1914:	14.84	28.25	21.00	8.44
1915:	24.76	38.52	29.38	8.27
1916:	10.88	33.55	19.97	13.38
1917:	16.75	30.25	22.50	9.00
1918:	16.35	31.75	25.25	10.00
1919:	14.25	31.25	19.25	9.00
1920:	13.90	30.75	21.00	7.90

These figures tell their own tale. They show that, year in and year out, Manitoba produces a better average crop than any of the grain growing states of the Union. Other crops than those specified are also grown very successfully.

LIVESTOCK AND DAIRYING IN MANITOBA

That the climate of Manitoba is favorable for livestock of all kinds has been the testimony of farmers and stock men since the province was first settled. The exceptional amount of bright sunshine all the year round is one of the most important features, as it is well known that bright clear weather is a big factor in stock growing. It is a matter of record that stock in Manitoba can be turned out and fed on the natural pastures from May of every year and can usually remain out on these pastures until November 15th, before requiring prepared fodder.

For generations farmers and stockmen on this continent believed that corn was an absolutely necessary ingredient in the feeding of first class cattle. That idea was rudely shaken in 1912 when a Manitoba bred and fed steer, entered at the International Stock Show at Chicago, carried off the grand championship from a host of famous competitors from all parts of the United States. That steer had never seen corn. The following year, 1913, at the same show another Manitoba steer of the same type and bred by the same man, J. D. McGregor of Brandon, carried off the grand championship again.

Both soil and climatic conditions are admirably suited for horse raising. The contour of the country is such as to enable colts to reach maturity without developing unsoundness, which is so prevalent in more hilly countries. The abundance of pasture and forage of every description suitable for horses that can be grown in Manitoba brings the cost of production down to a lower level than in older settled countries.

Dairying in Manitoba has greatly increased in volume in the last five years. Up to three or four years ago Manitoba was importing creamery butter. Last year Manitoba exported one hundred and fifty-three carloads of creamery butter weighing 3,800,000 pounds.

The same reasons as make all other branches of livestock breeding in Manitoba profitable apply to hog raising. The cheapness of the land on which hogs can be raised is one big factor; the immense crops of feed that can be grown on this cheap land is quite as important and, in the long run, will be even more important as land prices increase. Apart from these big advantages, it has been proved by actual experience that the country is particularly well adapted for hogs, that the climate is favorable and that wintering presents no real difficulties. Added to all this is the steady market, which becomes better from year to year and will be at its best in the next few years, owing to the great demand for Canadian ham and bacon which has developed in Great Britain.

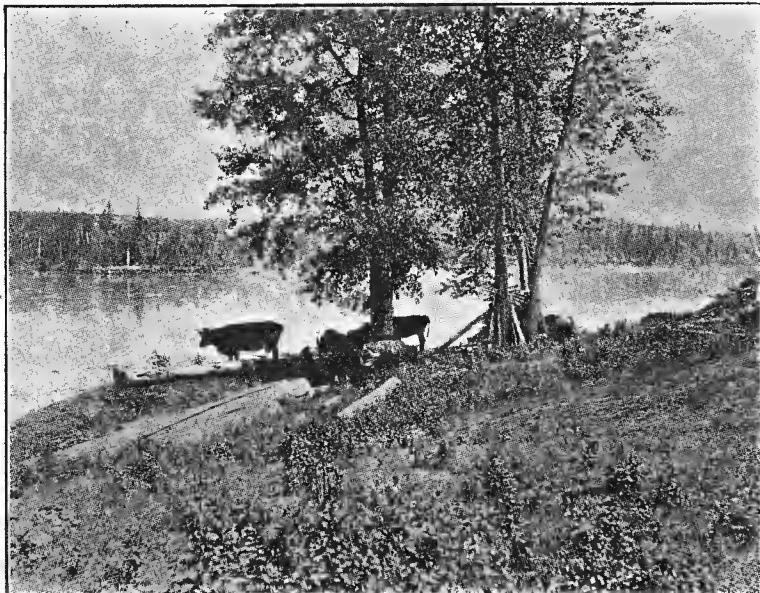
Sheep raising is a branch of the livestock industry that can be said to be still in its infancy in Manitoba, but that it has a great future, is the belief of everyone who has made any study at all of its possibilities. The number of sheep in the province is increasing rapidly; farmers who have given sheep a fair trial are without exception increasing the size of their flocks; while their neighbors who have watched their success are acquiring

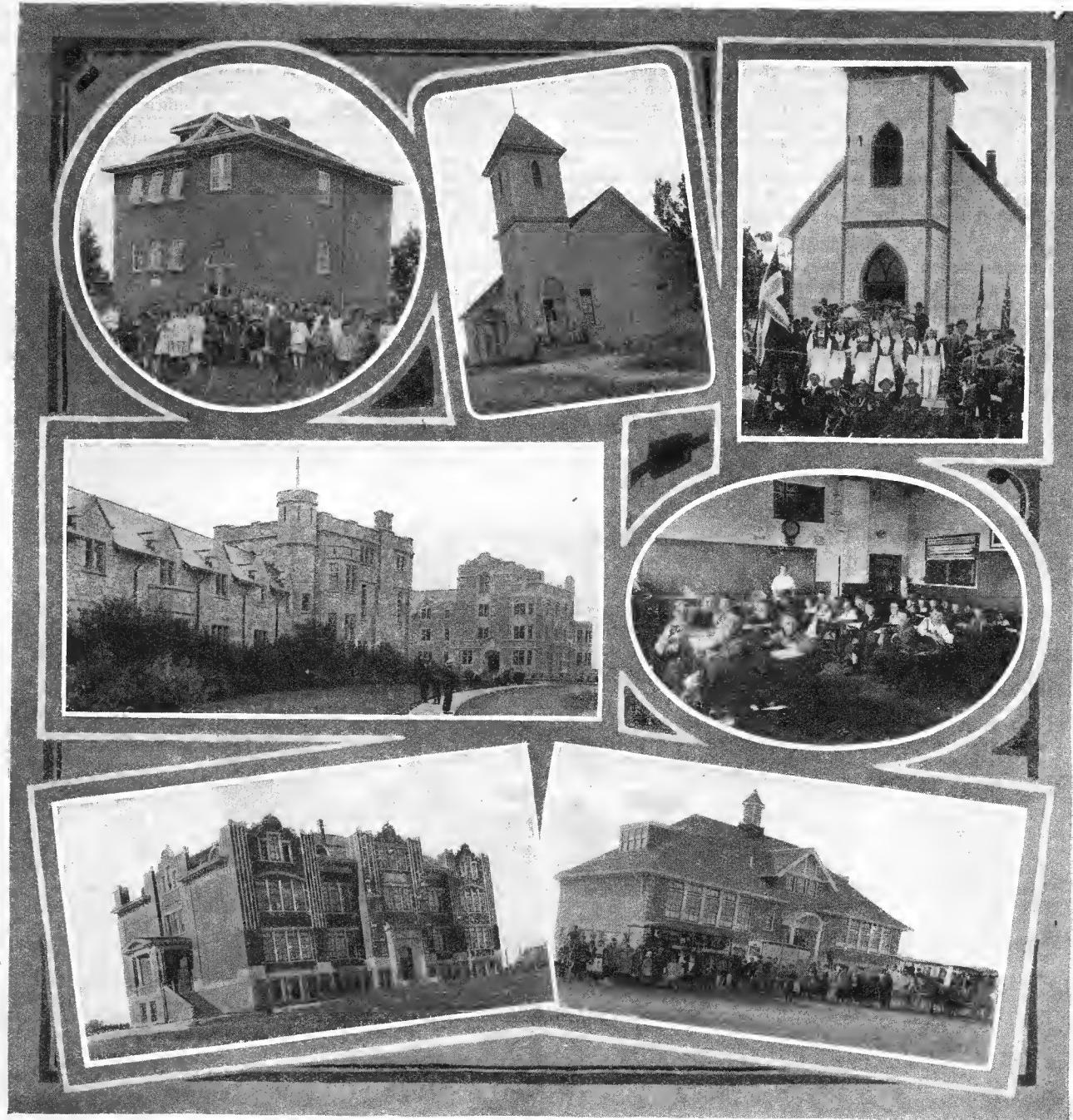
small herds. The results may be seen from the fact that the amount of wool marketed in Manitoba in 1920 was more than double that marketed five years ago.

The fact that for two years in succession beef steers raised in Manitoba captured the Grand Championship at the International Livestock Show at Chicago is sufficient evidence of the excellent quality of Manitoba livestock. It proves that with the grains, fodders, water and climatic conditions of Manitoba it is possible to produce beef steers as good as the best of those raised in any of the famous corn states, or in any other part of the world for that matter.

The table below shows the number of cattle, sheep, swine and horses in Manitoba from 1917 to 1920 inclusive.

	1917	1918	1919	1920
Milch Cows.....	202,177	225,659	227,872	221,785
Other Cattle.....	357,870	521,240	553,899	536,189
Total Cattle.....	560,047	746,899	781,771	757,974
Sheep.....	127,892	134,177	146,911	160,918
Swine.....	573,938	521,240	432,367	321,900
Horses.....	324,175	384,772	379,356	356,628





EDUCATION AND RELIGION.—The importance of education in Western Canada is duly recognized and unequalled facilities are offered in rural and city schools, agricultural colleges and universities.

GENERAL TERMS OF SALE

The terms of sale of the lands of the Canadian Pacific Railway have been arranged primarily with a view to encouraging experienced farmers to settle on these lands and build up homes. For this reason they are made extremely light during the first years of settlement.

The general period for the repayment of the land extends over twenty years, with interest at six per cent. on the amount unpaid. The first payment amounts to one-tenth of the total cost of the land, and the purchaser is not required to make any further payment on the principal sum until the end of the fourth year afterwards. Under these terms, however, the purchaser is expected to occupy and improve the property, by erecting thereon a habitable house, a barn for his stock, by fencing his land, and by breaking a part of the land each season. If he complies with these simple settlement conditions, a substantial reduction is made from the rate of interest at the end of the first and second years. After the first payment is made, therefore, the settler has very light interest payments only to meet at the end of each of the first two years, a full interest payment of six per cent. at the end of the third year, and at the end of the fourth and succeeding years one-sixteenth of the principal and interest on the amount outstanding at the rate of six percent. per annum. The whole policy is planned to assist the man with small capital, and gives him a chance to get well started before he is called upon to make any of his heavier payments.

The above are the general terms of sale and apply to the land of the Canadian Pacific Railway in the districts described in the previous pages. In the Lloydminster and Battleford districts, however, land can also be purchased from the Company without any settlement conditions. The terms on land sold in this way are one-tenth cash and the balance payable in nine annual instalments, with interest at six per cent. per annum.

On the irrigated lands of the Canadian Pacific Railway's Irrigation block, the Company is prepared to assist homemakers with a loan to the value of \$2,000 (about £400), to be used towards the erection of their buildings, drilling a well and fencing the farm. This loan is granted to married men, who must be practical farmers, possessing the necessary implements and horses to work a farm, or the money to buy them, and having sufficient capital to make their first payment on the land and the loan, in addition to being able to provide for themselves and their families during the first year.

The repayment of this loan is extended over a period of twenty years, with interest at six per cent. per annum, in the same manner as the payment of the land is made. No security is required for loan other than the land itself and the first payment on the land and loan, which is made at the time of purchase.

The settler may select the type of house and barn he desires from plans which are furnished by the Company. These plans are the result of many years knowledge of conditions in this country and of the requirements of the settler.

TOWNSITES

When a line of railway is definitely located and it is decided to build the same, the Company selects convenient townsites to serve the area affected by the railway. These townsites are subdivided and offered for sale to the public at a convenient place and at list prices. Lots undisposed of at this opening sale may be purchased through the Company's land offices in Calgary, Alberta; Edmonton, Alberta; Lethbridge, Alberta; Saskatoon, Saskatchewan; and Winnipeg, Manitoba. An office for the sale of lots is also usually established in the town where the lots are located.

The Company has adopted uniform terms for the sale of its townsite property. One-third cash is demanded, and the balance in two equal instalments in six and twelve months from the date of purchase. The rate of interest charged on deferred payments on town property sales is 8 per cent. per annum.

TITLE

When you purchase land from the Canadian Pacific Railway you make your "Contract" direct with that Company, the deed to the land being made by them under the authority of what is known as the "Land Titles Act." The "Title" is perfect, and you are dealing with a corporation which has assets of hundreds of millions of dollars.

The Land Titles System of Western Canada was perfected and applied in the early stages of colonization, and is regarded as the simplest and most efficient in the world.

ASSISTANCE OF EXPERTS

The Company's Agricultural and Animal Industry experts are glad to give the benefit of their practical advice to settlers, and to assist them in every way possible toward making a success of their farm undertakings. Although these prairie provinces have become world famous for the quality of their wheat production, it is generally recognized that the settler's greatest success requires him to go into mixed farming, producing horses, cattle, sheep, hogs, poultry, dairy products and fodder and root crops. The Company maintains Demonstration Farms in a number of localities along its lines of railway supplementing the government work for the purpose of creating an interest in high class seed grain and livestock, and improved farming methods. The information at the command of the foremen on these farms is available at all times, and the Company will appreciate the opportunity to render service of this nature. The Agricultural and Animal Industry Branch maintains herds and flocks of pure bred stock at various points and offers foundation stock for sale at reasonable prices with the object of improving the quality of the livestock of the country.

WHERE THE CANADIAN PACIFIC HAS LAND FOR SETTLEMENT

Although the Canadian Pacific Railway has land available for settlement in various parts of Alberta, Saskatchewan and Manitoba, most of the farm land that the Company now has for sale is included in three large blocks, which may be described as the Lloydminster and Battleford block, the Calgary and Edmonton block and the Irrigation block.

The Lloydminster and Battleford block lies north of the main line of the Canadian National Railway, part of the land being in Saskatchewan and part in Alberta; the Calgary and Edmonton block comprises a large area of land lying between the Calgary and Edmonton line of the Canadian Pacific Railway and the foothills of the Rocky Mountains, bounded, roughly speaking, by the Canadian National main line on the north and the Central Alberta Branch of the Canadian Pacific Railway on south; the Irrigation block is in Southern Alberta and covers an area of 3,081,265 acres extending about one hundred and fifty miles by 40 miles eastwards from the city of Calgary, and intersected by the main line of the Canadian Pacific Railway for the same distance. Since each of these large areas of land has peculiar characteristics of its own, a brief description of each of them and of the farming opportunities each district offers is given in the following pages.

The Lloydminster and Battleford Block

A country offering better prospects of success to the man of limited capital and wishing to engage in mixed farming than that included in the area known as the Lloydminster and Battleford block would be difficult to find anywhere in the world. Its fertile soil, which, when cultivated, yields large crops of grain and other crops and which in its native state is covered by a heavy growth of nutritious grass, wild peavine and vetch, providing abundant pasture in summer and fodder in the winter; its innumerable creeks, streams and small lakes ensuring a supply of pure water at all seasons, its invigorating climate; the clumps of trees and brush interspersed throughout the district, which give shade for the stock in summer and shelter in winter; and the low cost of the land—all these are conditions favorable to successful mixed-farming operations.

The Lloydminster and Battleford Districts may be said to lie between the North Saskatchewan and Battleford rivers in Alberta, extending from the town of Innisfree on the Canadian National Railway for about 130 miles into central Saskatchewan, and including in this province the country several miles north and south of the North Saskatchewan River. The general character of the land throughout this large territory varies from

open flat and undulating prairie to slightly timbered or park land, interspersed with creeks, streams and small lakes. South of the railway, towards the Battle River, the country is nearly all open prairie, although there are small groves of poplar in places, but to the North and extending to the North Saskatchewan River, the poplar and willow bluffs are more frequent. The open prairie stretches are smaller here, but sufficient land for immediate cultivation can be found on nearly all sections, while the poplar and willow trees in addition to offering shelter and shade for stock, provide fuel, poles for fence posts, etc., which represent considerable saving to the settler.

The soil is a rich black loam from twelve to twenty-four inches in depth, underlaid with clay sub-soil, but varying in places to a chocolate loam top soil and sandy clay sub-soil. The latter areas are limited, however, and the prevailing character of the soil is deep black loam of great fertility. The summer climate is ideal for the growth of vegetation, while the winter climate is healthful and invigorating both for man and beast. With an average annual rainfall of about eighteen inches, the greater part of which can generally be relied upon to come during the growing season, and with such soil, grains, vegetables and other crops grow rapidly during the long days of the summer months and reach maturity before the advent of the fall frosts.

As already mentioned, the main line of the Canadian National Railway runs through the whole territory, the towns of Lloydminster and North Battleford being the principal stations. Lloydminster is situated about 160 miles east of Edmonton, the capital of Alberta, and 200 miles west of Saskatoon, the largest city in central Saskatchewan. It lies exactly on the boundary of the two provinces, the railway station being in Alberta and the post office in Saskatchewan. Surrounding the town are the farms of a group of British settlers who arrived in the country several years ago with but scant knowledge and equipment for pioneering. Here, as a result of the inherent productiveness of the soil and of their own persistence and energy, these settlers have established one of the most prosperous communities in Western Canada.

North Battleford is situated about one hundred miles east of Lloydminster and about the same distance from Saskatoon. It is a divisional point on the Canadian National Railway, and also the terminus for the line to Prince Albert and for another line running north-westerly through an excellent mixed farming country towards Athabasca in Alberta. It is one of the seven cities of Saskatchewan and has a population of 5,000. The city operates its own electric lighting plant as well as its water and sewage systems.

Generally speaking, mixed farming is followed throughout the Lloydminster and Battleford districts. The country is well suited for the growing of grain and fodder crops, dairying and livestock raising. Normal wheat yields run from twenty to fifty bushels to the acre, oats from fifty to one hundred and ten bushels, and barley from thirty to fifty bushels to the acre.

Several fine herds of pure-bred Holsteins and Ayrshire cattle are owned by farmers in the district. The beef cattle consist mainly of the Shorthorn, Hereford and Aberdeen Angus breeds. The country is well suited for sheep, and many excellent flocks are to be seen.

The quality of the grain grown in these districts may be gathered from the number of prizes farmers here have gained, both at the provincial fairs of Alberta, Saskatchewan and Manitoba and at International Shows. Foremost among these prize winners is, of course, Seager Wheeler, who was born in the Isle of Wight, and who for many years has been farming near Rosethorn—on the border of the Battleford district in Saskatchewan—something of whose achievements at the leading international agricultural shows has already been mentioned in this booklet. Some of the most coveted trophies for grain have likewise been won in the Lloydminster district, including the \$1,500 cup for oats, which was won three times in succession by J. C. Hill and Sons, of Lloydminster, in open competition with farmers in the United States and Canada, and the Brackman-Ker cup, presented by the Brackman-Ker Milling Company for the best milling oats in Western Canada. The latter cup was won three times in succession by C. H. Barrett, who also farms near Lloydminster.

The country is ideal for dairying. The abundance of pure water, the large quantities of succulent fodder that can be grown at little cost, the cool summer nights, and the assurance of good markets for the produce, make dairying an attractive branch of farming in the Lloydminster and Battleford districts. At various points throughout the country are creameries to which farmer can deliver their cream and receive credit for the value of its equivalent in butter. The steadily growing butter output of the creamery at Lloydminster is now between twenty and thirty thousand pounds yearly. At North Battleford is one of the largest creameries and cold storage plants in Saskatchewan. An idea of the growth of the dairying industry in this district may be gathered from the fact that in 1919 the North Battleford creamery produced 177,880 pounds of butter, an output greater than that of the previous year by thirty per cent., while in 1920 there was a further increase of more than ninety per cent. over the quantity produced in 1919, the total production of butter at this creamery for 1920 being 344,000 pounds.

The conditions which make this country so favorable for dairying also make it well suited for livestock raising generally. The raising of beef cattle, of sheep, either for wool or mutton, and of swine, are certain to become very important branches of farming in these districts. In fact, settlers there already possess considerable numbers of these farm animals, but the total, though great, is comparatively insignificant to the numbers that the country might support. Many farmers also have herds and flocks of pure bred animals, and these with the generally favorable conditions of climate, food and water, ensure the raising of high class livestock. Horse-raising, too, is being successfully carried on by many farmers in the district.

Farm lands in these districts, suitable for all phases of mixed farming, can be bought from the Canadian Pacific Railway, at prices averaging about eighteen dollars (£4) an acre.

In another part of this booklet the opinions of a few of the successful settlers in the Lloydminster and Battleford districts are given. These letters have been taken almost at random from a considerably greater number, but all of which tell a similarly inspiring tale of the opportunities that this great country offers.

The Calgary and Edmonton Block

The area of land known as the Calgary and Edmonton Block, extends from about thirty to forty miles west of the Calgary and Edmonton line of the Canadian Pacific Railway—from which it takes its name—in Central Alberta. The Block may be said to begin at a point about half way between the thriving cities of Calgary and Edmonton and extends as far north as the latter city. The country is gently rolling, a succession of ridges alternating with slight depressions, and is freely interspersed with creeks, streams, ponds and lakes. There are sufficient trees everywhere to give the landscape a pleasing appearance. The uncultivated land is covered with a rich, rank growth of long grass, wild peavine, vetch and a wonderful variety of wild flowers.

The soil usually consists of a rich, black, vegetable loam, varying from twelve to thirty inches or more in depth. In places this changes to a somewhat sandy loam still nearly black; in other places to a lighter chocolate colored loam, and occasional areas occur of light sandy loam of comparatively low fertility. This last mentioned soil would be considered very fair in most countries. Areas of this kind are limited, however. Most of the soil throughout the country is deep black loam of great fertility. The sub-soil is usually clay but this is also subject to some local variations.

BEEF, MILK, PORK, MUTTON AND WOOL PRODUCED CHEAPLY

Though large crops of wheat and other grains are grown throughout the district, mixed farming and dairying are generally followed by the farmers. Owing to its rich soil and favorable climatic conditions, affording absolute assurance of good grazing and ample winter feed, this part of Central Alberta is highly favorable for animal husbandry, and is one of the best mixed farming countries in the whole of Canada. Indeed, many farmers formerly from the United States, say it is the best on the American continent. It is frequently said that this land is too good to grow wheat on, so suited is it for the cheap production of beef, milk, pork, mutton and wool. There is scarcely any limit to the ultimate value of land such as this. That is the reason why in Edmonton more interest is taken in the expansion of the operation of packing plants and creameries than in the volume of grain shipments; and it accounts for the development of the creameries and stock yards at the stations along the line. But grain elevators are to be found there as well.

IDEAL HOME SURROUNDINGS

With a climate which farmers already settled there claim to be the best on the continent, both summer and winter, its rich black soil, its pleasing landscape of wood and vale, stream and lake, this part of Central Alberta is a fine country to live in, an excellent country for farming and an ideal country in which to make a home. The men like it, the women like it, and the children like it.

A low temperature is registered at times in winter, but the farmers generally find this season agreeable; vastly more so than those who have never been in Alberta seem to believe. These cold periods are not of long duration, and bright dry weather generally accompanies the cold. "Park country" is the name by which these lands are locally described; but they are not all wooded. Open spaces of prairie, ready for the plough, varying from forty to a thousand acres or more in extent, are frequent. The country has really to be seen to be appreciated.

TWO HUNDRED AND FIFTY THOUSAND ACRES OPEN FOR SETTLEMENT

In this territory the Canadian Pacific Railway has about a quarter of a million acres of land which is open for settlement. The low prices at which these lands are for sale and the easy terms place them within the reach of those with only a moderate capital. The terms enable the farmer to pay for his land as if he were paying rent, and to become the owner of his land within a comparatively few years. These lands comprise the last large area of mixed farming lands the Railway Company has for sale in this part of Central Alberta, and when they are disposed of, it will be possible to secure a farm home in Alberta only at prices greatly in advance of those at which the land is now offered.

These lands are now being sold by the Canadian Pacific Railway at prices ranging from \$12 to \$30 an acre, and averaging about \$18 (£4) an acre.

The Canadian Pacific Railway's Irrigation Block

In Southern Alberta the Canadian Pacific Railway has developed the largest individual irrigation project on the American Continent. It has an area greater than the total irrigated area in either Colorado or California. Surveys originally made by the Dominion Government determined that for about 150 miles south-easterly from Calgary, along the main line of the Canadian Pacific Railway, and lying between the Bow River on the south and the Red Deer River on the north, was a district admirably suited to irrigation. The soil was deep and fertile, easily cultivated, and, generally speaking, without obstruction of any kind; the land lay in gentle slopes to the north-east, affording the natural flow necessary for irrigation, and to provide easy disposal of surplus water; and sufficient water was available in the Bow River to ensure that irrigation should be carried on for all time. The Bow River rises in the Rocky Mountains, where it is fed by eternal glaciers. It is not dependent upon rainfall; the hotter the season, the greater is usually the flow of water. High water is experienced during the hot months of June, July and August.

The feasibility of irrigating this immense area lying along the main line of the Canadian Pacific Railway was naturally of great interest to the Company, and after weighing all local conditions—soil, climate, water supply, engineering features, altitude, etc.—and obtaining the most expert advice, the Company finally undertook the development of this area as an irrigation project. Its aim was to create a rich and productive farming community.

The Block contains irrigable and non-irrigable areas, and offers to the settler an opportunity to engage in mixed farming under the most ideal conditions. Here can be secured side by side, in the same quarter section, land lying above the canal system for the grazing of livestock, and irrigable land for crops such as alfalfa, clovers, grains, vegetables, etc., requiring abundant moisture. All crops give greater returns under irrigation in this part of Alberta, but the increase is most marked in the case of alfalfa and all other forage crops, vegetables and small fruits. For farm uses there is a never failing supply of water which insures crops when the seed is placed in the ground, while the problem of a constant supply in every pasture for the use of stock is also solved. Combination farms in the Block may be regarded as one of the best agricultural farms on the American Continent.

THE WATER SUPPLY

Those who have had experience in other irrigation countries know that the really vital thing is the water supply. For an irrigation project water is just as necessary as land. The supply must be sufficient, and it must be administered under laws which protect the settler. In these respects the Canadian system is perhaps as nearly ideal as it can be made. The water, in the first place, belongs to the Government of Canada. It is not owned by the provinces so there can be no conflict of laws and no clashing of authority.

In Canada, when it is proposed to establish an irrigation district, the Canadian Government must be notified of the proposed scheme, showing the area affected, the source from which the water is taken, etc. The plan is then investigated by irrigation experts employed by the Canadian Government. Records extending over a long period of years show the amount of water which flows in all principal streams at low water, and from these records the Government engineers determine whether there is sure to be always sufficient water to supply the needs of the proposed district. If, after full investigation has been made, it is found that there is plenty of water, and that other conditions are favorable to irrigation, the Government grants a license for the use of the water required. The Government always leaves itself a safe margin; it does not allow all the water in a stream to be appropriated, but holds back a safe reserve, so that under no circumstances can there be a shortage of water.

This, in a few words, is an outline of the Canadian System—the system under which the Canadian Pacific Railway Company is authorized to use water for irrigation purposes. The water for the Irrigation Block, as has already been stated, is taken from the Bow River, a mountain-fed stream which is not dependent upon rainfall for its flow. It rises in a wild mountainous region—a region of national parks and forest reserves which protect them from the conditions which in other countries have sometimes seriously affected the amount of water flowing through the rivers.

The farmer pays a maintenance fee, but does not pay a water-right tax. The water is free from the Government and no charge is actually made for the water; the charge is for the maintenance of the system. Under the contract with the Canadian Pacific Railway Company this charge does not exceed \$1.25 an acre yearly.

SOIL AND CLIMATE

The soil in the area embraced in the Canadian Pacific Railway Company's Irrigation Block is all of an unusual depth and varies from a sandy to clay loam in nature. The predominating soil being of medium texture, either clay or sandy loam, and always of good depth, with ample water-holding capacity, the irrigator is troubled neither with the necessity for frequent irrigation found on the shallow soils of some districts nor with the baking and crusting of the surface common to the heavy soils of others.

The topography of the district may be said to be gently rolling, with an average general slope of approximately ten feet per mile, and lends itself readily to irrigation. But the soils of the district are not only well adapted to irrigation because of their topography, texture, depth, water-holding capacity and freedom from rocks and hard-pan, they are usually fertile as well. The climate of Southern Alberta being neither humid nor arid, but semi-arid in nature, there has been sufficient rain to grow a dense mass of buffalo grass on the prairies for centuries, but insufficient precipitation to wash or leach the mineral

plant foods from the soil. These soils, therefore, contain both the high nitrogen content of the humid soils and the high mineral plant food content of the arid soils, which makes an ideal combination and a most fertile soil that will withstand years of cropping.

ADVANTAGES OF IRRIGATION

Apart from water and soil the vital element in farming is climate. And in this respect Southern Alberta, where the Canadian Pacific Railway irrigation enterprises are, is particularly fortunate. Perhaps no other part of the North American continent has a climate so suitable for agriculture, and so healthful, invigorating and enjoyable for residents, as is found in Southern Alberta. The irrigated areas of Southern Alberta are on about the same latitude as the north of France and south of England. Just as the warm Gulf Stream tempers the climate of north-western Europe, so do the warm Chinook winds, blowing from the Pacific through the passes of the Rocky Mountains, temper the climate of Southern Alberta. The country is one of pleasant temperatures; never too hot; occasionally cold, but not for long periods; with clear skies and bright sunshine winter and summer, with very little snowfall (sleighs are seldom used in Southern Alberta) and a varying amount of rainfall which comes mostly in the growing season.

But although Southern Alberta is an ideal irrigation country it must not be supposed that it is a desert or arid. There is a considerable difference in rainfall in different parts of the country and in different seasons. Some years there is enough rainfall over the entire country to grow good crops by natural means—by dry farming methods,—in other seasons, the wet districts have little enough rain and the drier districts must depend upon irrigation for successful crops. Irrigation in Southern Alberta is thus a kind of crop insurance; and is supplementary to the natural rainfall. One thing has been positively proved in Southern Alberta—wherever there is sufficient moisture heavy crops are obtained. The years 1915 and 1916, for instance, were unusually wet, so that the whole country shared the benefits which would otherwise have been limited to the irrigated areas, and in these two seasons Southern Alberta produced the largest grain crops ever grown on the North American continent. The soil and climate are right, and only moisture is needed to assure a prosperity which very soon places the new settler in a position of independence and on the high road to wealth.

The effect of irrigation in dry seasons is well demonstrated by the results obtained in the Lethbridge Irrigation District in 1919 and 1920—two of the driest seasons ever experienced in Southern Alberta. From 82,230 acres of land to which water was delivered in the summer of 1919, crop returns averaging \$54.71 to the acre were obtained, while the following year the value of crops harvested on 79,650 acres of irrigated land averaged \$49.30 to the acre.

Such returns obtained over a large area, on which both good and bad farming methods were followed, are further proof of the productiveness of the soil in Southern Alberta when water is intelligently applied. As will be seen, the figures of 1920 are somewhat lower than those of the previous year. This is due to the lower prices for farm products prevailing at the later date and not to smaller crop yields. Farming on these irrigated lands would prove profitable even if prices were to go still lower than they are now, because with the water at his disposal the farmer has the means of ensuring good crops every year independently of the natural rainfall. The Lethbridge District is the most advanced of the irrigation systems of Southern Alberta, and has therefore been chosen to illustrate the crop possibilities on irrigated land here. This district is, however, by no means

fully developed as yet, and it is estimated that its crop production could be increased at least fifty per cent. without difficulty.

The value of irrigation as a means of increasing crop yields is also demonstrated by the field tests which have been conducted on irrigated and non-irrigated land at the Dominion Experimental Farm at Lethbridge for a number of years. The average yields of some of the most important crops over a period of eleven years up to and including the summer of 1918 are shown in the following table.

	Irrigated. Eleven Year average	Non-irrigated. Eleven Year Average	Increase on Irrigated Land
Wheat.....	53 bushels	30 bushels	23 bushels
Oats.....	108 "	70 "	38 "
Barley.....	78 "	43 "	35 "
Peas.....	41 "	27 "	14 "
Potatoes.....	487 "	237 "	205 "

In 1919 and 1920—the two exceptionally dry seasons already mentioned—the increased yields on irrigated land were even more striking, as the following shows:

Increase in wheat per acre due to irrigation..... 29 bushels

Increase in oats per acre due to irrigation..... 71 bushels

Increase in barley per acre due to irrigation..... 42 bushels

Increase in peas per acre due to irrigation..... 14 bushels

Increase in potatoes per acre due to irrigation..... 252 bushels

In all cases (except potatoes) the results were obtained from plots of one-sixtieth of an acre. On this account the yields are higher than they probably would have been had the fields been larger, but the comparative results are no doubt the same. That is to say the percentage of increase due to irrigation is about the same as would have been the case on larger fields. On the irrigated land the grain crops were grown on land that had raised a hood crop of some kind the year previous, and the potatoes were usually planted on grain land.

In comparing the results with grain on the irrigated and non-irrigated plots on this farm, it is only fair to point out that on the non-irrigated plots the crops were invariably planted on land which had lain in fallow the previous year and which produced no crop then, whereas on the irrigated land a rotation system was followed and no summer fallowing was done. In other words, a crop of some kind was produced on the irrigated land every year, while on the non-irrigated it took two seasons to produce one crop.

The Superintendent of the farm emphasizes the fact that at no time since its establishment has any effort been made to demonstrate the advantages of irrigation over dry farming, but that in reality two farms were operated, and all possible efforts made to obtain the best results on each. He also states that comparative yields of timothy and alfalfa are not given, for the reason that the returns from these crops have been so low on the non-irrigated land in this district, that it was hardly worth while to tabulate them.

On the irrigated portion of the station the average yield for cured alfalfa for the past ten years has been considerably more than four tons to the acre; in some seasons it has exceeded five tons. Timothy hay has averaged from one and a half tons to two tons to the acre during the same period.

RAILWAYS AND MARKETS

The Irrigation Block is well provided with railway facilities, the main line of the Canadian Pacific Railway running through the whole length of the Block, which is also served with numerous branch lines. Few countries so new as Southern Alberta can offer the intending settler such excellent railway transportation.

The same is true of markets. The irrigation area of Alberta lies in a sort of triangle, at each corner of which is an important city. Near the eastern apex of the triangle is Medicine Hat, a manufacturing and commercial centre of about eleven thousand population. The city is famous for possessing the greatest natural gas resources in the world. At the south-east corner of the triangle is Lethbridge, with about 13,000 people, and an important mining and agricultural centre, while at the north-west corner of the triangle is Calgary, a city of about seventy thousand. These cities in themselves afford large markets for the products of the irrigated farms, and facilities for exporting farm produce have been developed to a very high degree. There are also, throughout the irrigation block, many smaller towns dotted all along the lines of the railway, each with its stores, elevators, implement warehouses, blacksmith shops, newspapers, banks, hotels, schools and churches.

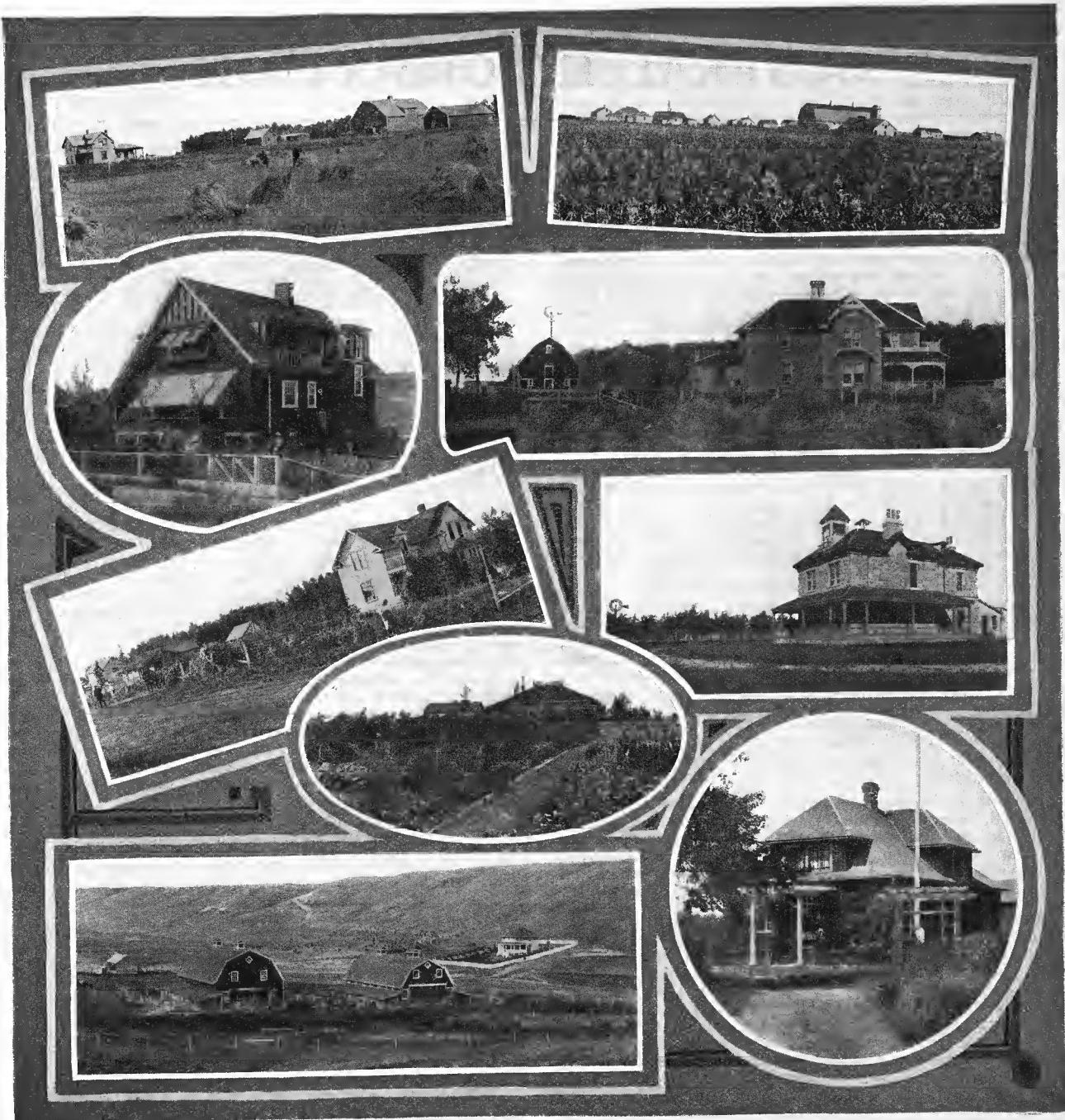
All the crops grown⁷ in other parts of the Prairie Provinces are grown successfully in the Irrigation Block. Of many crops larger yields are obtainable under irrigation than on land dependent upon the natural rainfall. Other crops do so well on irrigated land that they are considered primarily as irrigation crops. Such a crop is alfalfa (lucerne) which has been the foundation of successful irrigation agriculture in the United

States. A considerable area of irrigated land in Southern Alberta is already devoted to the growth of alfalfa, and the area is being steadily increased every year. All farm animals relish and thrive on alfalfa, and since this and other forage crops yield abundantly on the irrigated farms in Southern Alberta, and there is an ample supply of pure water available at all seasons, the conditions for profitable mixed farming are all that could be desired.

A feature of much importance is the fact that, although the irrigated area of southern Alberta is naturally treeless, the introduction of water facilitates the growth of a number of varieties of trees which thrive wonderfully under irrigation conditions. Belts of these trees are of great value, not only for the beauty which they add to the landscape, but for affording shelter and providing places where small fruits can be grown to the best advantage. The farmer who has a portion of his land under irrigation may in a few years be the possessor of a very beautiful home, surrounded by trees, producing the finest fruits and vegetables, both for his own use and for sale.

The price of good irrigated land in the Canadian Pacific Railway's Irrigation Block ranges from about £10 per acre. In arriving at the price of a farm allowance is made for any land which cannot be irrigated, which is sold at a much lower price.





SOME SETTLERS' HOMES.—Typical of the farm homes which farming in the Canadian West permits a settler to acquire in a few years.

GENERAL INFORMATION

The Department of Colonization and Development of the Canadian Pacific Railway has established a Bureau of Information, which will furnish the latest information regarding the natural resources and the industrial and commercial possibilities in Canada. The headquarters of this bureau are at Montreal, Canada, and a branch office is situated at 62-65 Charing Cross, London, S.W. Should you require any information regarding the industrial and commercial opportunities in any part of Canada, or any general information, a letter sent to that address or to any office or agent of the Canadian Pacific Railway, will bring you a prompt reply. Ask the C.P.R. about Canada.

Public Worship.—The utmost religious liberty prevails in Canada. All the leading Christian denominations are represented, but there is no state church and no form of compulsory taxation for the support of any denomination. The leading religious bodies contribute financial assistance toward their congregations in the more unsettled districts. Sunday is observed as a day of rest and recreation, all ordinary forms of labor being discontinued. Church buildings are erected even in the smallest villages and also in the better settled rural communities. Where churches are not available the public school buildings are used for religious gatherings of all denominations upon terms of entire equality.

School System.—The school system of these provinces is acknowledged to be equal, if not superior, to any on the continent. One-eighteenth part of the whole of Western Canada, or two sections in every township, is set aside as a school grant for the maintenance of public schools. This provides a very large fund which makes possible an adequate and advanced school system at small cost to the home-maker.

The local management of school affairs is in the hands of trustees, elected by the settlers. Wherever there are sufficient children to justify a school district, one is established. Children in any school district are seldom more than 2 miles from school.

The cost to the settler of maintaining a school is comparatively small, owing to the liberal government assistance and the fact that all privately-owned lands, whether occupied or not, must bear their share of the charge. Each teacher employed must have a certificate of a recognized standard of education, and a thorough system of government inspection is maintained.

Agricultural Education.—The people of these provinces are fully alive to the importance of the most advanced agricultural education. Each Provincial Government maintains a thoroughly up-to-date Department of Agriculture. In Manitoba and Saskatchewan, well equipped agricultural colleges are maintained at Winnipeg and Saskatoon respectively and to each of these is attached an extensive Demonstration Farm. In Alberta there are six farm schools, situated at Claresholm, Olds, Vermilion, Youngstown, Gleichen and Raymond, in addition to which the Provincial Government conducts Demonstration Farms at Medicine Hat, Stoney Plain, and Sedgewick.

The Dominion Government has for many years maintained a chain of well-conducted Experimental Farms in Western Canada. Two of these farms are located in Alberta, one at Lacombe in Central Alberta and the other at Lethbridge, in the southern

part of the province. Both are devoted to mixed farming, although that at Lethbridge is operated partly as an irrigated farm and partly under the dry farming system. In Saskatchewan, one of the oldest farms of the system is located at Indian Head, while at Rosthern and at Scott, in Central Saskatchewan, there are also Experimental Stations. In Manitoba the Brandon Farm has long been noted for its thorough experimental work and has been of the greatest possible value to the farmers in that province.

The Agricultural Society and the Farmers' Institute are flourishing institutions in Western Canada, being assisted by the various Provincial Governments, which provide for their organization. Expert judges are supplied for local fairs and for stock-judging classes. Speakers, well qualified to discuss agricultural topics, are also furnished for these meetings by both the Provincial and Dominion authorities. The membership fees are in all cases very small, the work being carried on almost entirely at the expense of the Governments.

At Strathmore, in the Canadian Pacific Irrigation Block, east of Calgary, the Railway Company operates a well-equipped Demonstration Farm with a competent staff, the members of which are ready to give disinterested advice to newcomers and to assist them in many other ways.

In conjunction with the local Governments, the Canadian Pacific Railway Company furnishes, at suitable seasons, demonstration trains manned by experts in various lines of agricultural work to address meetings of farmers at many points, as previously arranged and widely advertised. These trains carry specimens of various kinds of farm stock to be used for illustration purposes at the meetings and the judging classes at the various stopping places en route.

In the Department of Natural Resources of the Canadian Pacific Railway Company, one of the most important branches is that devoted to agriculture and animal industry. Connected with this branch are a number of trained agriculturists and experts in almost every line of agricultural work. These men are ready at all times to advise new settlers and to assist them in acquiring knowledge of local conditions and of the agricultural methods and the varieties of stock most suitable for the district in which they are located.

Railway Facilities.—Western Canada is very well served by railroads, as the main line of two transcontinental roads—the Canadian Pacific, and Canadian National Lines—both traverse the Prairie Provinces and cover it with a network of branch lines. Naturally, in such an immense territory, there are still many districts remote from railway connection, but a glance at the map of either Alberta, Saskatchewan or Manitoba will show what immense strides have been made in supplying the country with railway facilities. The lands offered for sale by the Canadian Pacific Railway are for the most part convenient to good railway service.

Public Roads.—Natural barriers to public traffic such as dense forests and impassable rivers, which were such a drawback to early settlement in many of the older countries, are for the most part absent in these provinces. Good natural roads are established by the simple process of driving over the prairie.

With the increase of settlement, however, teamsters are being more and more forced to the government road allowances, and the local governments are coming forward with liberal assistance for the opening up of these road allowances and construction of bridges where necessary.

Taxation.—When the territory now known as Alberta, Saskatchewan and Manitoba was created into provinces of the Dominion of Canada, an agreement was entered into which gives these provinces a large revenue without any form of direct taxation. The Dominion Government agreed to grant to each province, every year, a certain stated sum per head of population, and this grant constitutes the principal source of the revenue of the Provincial Government. It is from this revenue, together with the revenue from school lands already mentioned, that the province is able to bear a share of the cost of educating the children in rural communities, and also to conduct a liberal program of road-building, without imposing taxation upon the settler for these purposes. A small taxation is imposed to supplement the government grant towards education and public improvements, but the rate is such that it does not bear heavily upon the settler. No taxes are charged on his improvements; his buildings, machinery, livestock and personal effects are all exempt from taxation. He pays taxes on his land only, and even that taxation is very light. It rarely exceeds \$30.00 (approximately £6) on a quarter section, and this money is spent under the direction of the settlers themselves, through the municipal councils which they elect.

Voting Regulations.—British subjects have the same rights of voting as those born in Canada. Those who are not British subjects will find the Canadian naturalization laws are very liberal. It is not necessary to become naturalized in order to vote on municipal or school matters. In order, however, to vote on Provincial or Dominion issues, it is necessary for one to be, or become, a British subject.

Rural Telephones.—The telephone systems in these provinces are owned and operated by the Provincial Governments and service is given to the settlers practically at cost. The systems are being rapidly extended into the rural districts as settlers demand them. In some localities farmers have organized companies and established local telephone systems of their own, using the Government systems for long-distance purposes.

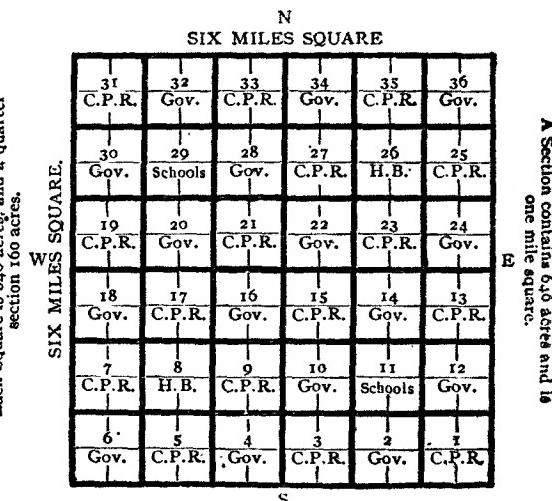
Domestic Water Supply.—An abundance of good well water is readily obtained by drilling. The cost ranges from \$4.00 to \$5.00 per foot completed. In many sections springs abound and reports are continually being received from well-drillers and others to the effect that they have, during the course of their operations, secured heavy flows of artesian well water.

Fuel.—Coal is mined on a large scale in Saskatchewan and Alberta, the production in Alberta being more than six million tons a year. There is scarcely a part of the province in which coal is not found, and in many cases the farmers haul it from the mines in their own wagons, or even dig it themselves. The price of coal ranges from \$3.00 a ton up, according to quality and distance from mines. There are also large sections of the country which are more or less wooded, where fuel can be had for the trouble of cutting it.

System of Land Survey.—The lands are laid off in townships, practically square in form. The tiers of townships are numbered from one upwards, commencing at the International Boundary, and lie in ranges from east to west, numbered in regular order westward from certain standard lines called prin-

cipal meridians. Each township is divided into 36 sections containing 640 acres, more or less, divided by road allowances. Each section is in turn divided into four quarter-sections of 160 acres each, which are designated the south-east, the southwest, the north-east and the north-west quarters. The corners of each division are marked on the ground by suitable posts, rendering it an easy matter to locate any particular piece of land.

The following is a surveyed plan of a township. In every township, sections Nos. 11 and 29 are reserved by the Government for school purposes, and Nos. 8 and 26 by the Hudson's Bay Company.



Implements and Buildings.—The estimate given is for the implements and machinery for a quarter-section (160 acres) farm. The prices quoted are for new, first-quality implements, and may be reduced considerably by attending sales such as are always taking place in every farming community. Home-makers locating together frequently co-operate with each other in the use of implements for the first year or two.

	£	s	d
Wagon and box.....	40	0	0
Wagon rack.....	5	0	0
Walking plow.....	8	0	0
Drill (20 hole).....	44	0	0
Harrows (5 sect.).....	9	0	0
Disc harrows.....	16	0	0
Mower.....	21	0	0
Hay rake.....	11	0	0
Binder.....	57	0	0
Smaller tools, say.....	5	0	0
 Total.....	£216	0	0

The buildings erected the first year are largely a matter of the taste of the purchaser; some settlers make their start with the crudest sort of structures, while others erect homes and out-buildings designed to fill their needs for a long period. Thus the cost of a house may be anywhere from fifty to several

hundred pounds, and the same may be said of the barn. Experienced farmers who avail themselves of the Company's loan for improvements on irrigated lands may enter into immediate possession of very substantial buildings.

Investment in Livestock—The expenditure for farm animals the first year is a very elastic amount. However, we cannot impress too strongly upon the settler the desirability, the necessity, of starting with at least a few head of dairy cows, some pigs and fowls. Many, looking toward Canada for a location, have the idea that the proper thing for the first season is to go for straight grain-growing and then gradually work into mixed farming. Nothing could be further from the truth. The permanent foundation of agriculture is livestock, and this is true of Western Canada as well as other countries. Exclusive grain-growing is a risking of all in the hope of a large return, but dairy cows and poultry produce absolutely sure results, while hogs dispose of much that would otherwise go to waste. Grain does not give nearly as quick a return as stock, particularly dairy cows and poultry.

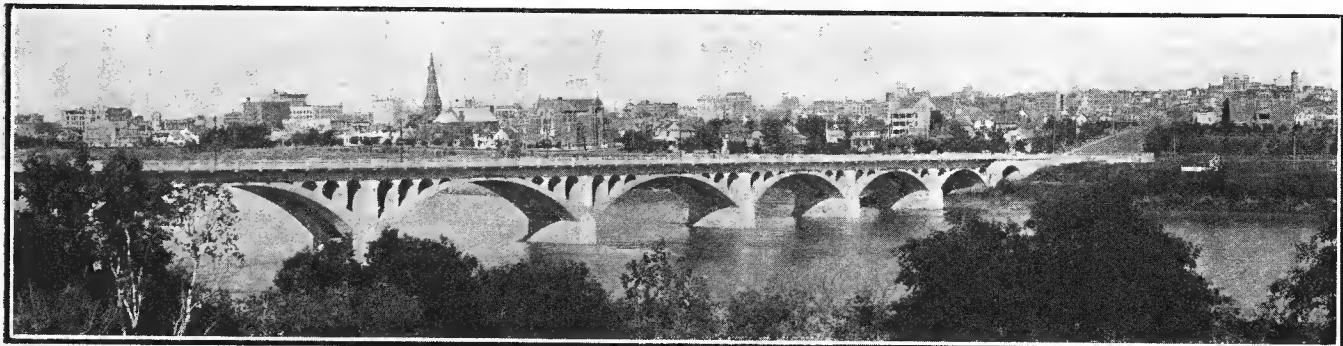
Capital Required.—There is no fixed amount that can be stated as the capital essential in all cases. Some men have a genius for getting along on small capital, but it may as well be stated that the larger the capital the better. It would be an advantage for the settler who is taking up unimproved land without a loan to have, in addition to railway fares for his family, sufficient capital to meet the following approximate expenditures:

	£	s.	d.
Land payments.....	64	0	0
Implements.....	200	0	0
4 Dairy Cows.....	72	0	0
4 Farm Horses and Harness.....	150	0	0
4 Pigs.....	10	0	0
2 Dozen Hens.....	4	0	0
Lumber for House.....	200	0	0
" Barns, Out-houses, etc.....	50	0	0
Incidentals.....	50	0	0
	<hr/>	<hr/>	<hr/>
Household furniture.....	£800	0	0
Seed Grain.....	100	0	0
	<hr/>	<hr/>	<hr/>
	£930	0	0

A Final Word

If you have read the information contained in the foregoing pages you can no longer question the advantages which these provinces offer to the intending settler. You have here an opportunity to buy land at prices averaging from about \$18 (about £3 10s) an acre, which, according to Government statistics, is capable of producing greater crops than lands in older countries selling at many times that price. You have an offer of terms, and, to settlers in certain localities, financial assistance such as has never before been made on as generous a scale. You have before you a country where the conveniences of life are already established; a country of churches, schools, railways and telephones. It is a country of pleasant and healthful climate and of intelligent and sociable citizens; a country in whose development any man may well be proud to have a part. And the development of that country is only in its infancy. Its future possibilities cannot be estimated, even by those who know it best. It is a country that will make great demands upon the rising generation, and that will offer great rewards for industry and intelligence. The man with a family must think of his children. Does he wish them to follow in the ruts so firmly established in older lands, or will he give them the opportunity of a new country, where there is no limit upon their possible accomplishments, except such as they set themselves?

Western Canada is one of the few areas at the present time offering opportunities for entering upon a new life and for men of all ranks to establish permanent homes to be theirs and their posterity's for all time. Procrastination is disastrous. Each year expanding agricultural settlement and greater cultivation effect an elevation in prices of Western lands. The average acre of Canadian land that was worth \$35 in 1915 was valued at \$48 in 1920. It is higher today and will sell at a higher figure next-year. The time to come to Western Canada is now.





SPORT AND PASTIME—Leisure on the Western Canadian farm can be made profitable as well as enjoyable. The lakes which dot the country are favorite holiday grounds.

CITIES AND TOWNS

It is impossible in a booklet of this size to describe, or even mention, all the cities and towns of Western Canada, but the following brief information concerning some of the leading centres will be of interest to the intending settler. For particulars as to industrial and business openings in all Western Canadian cities and towns, write to Bureau of Information, Department of Colonization and Development, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W.

ALBERTA

Calgary.—This is the largest city in Alberta, with a population of over 75,000. Calgary has some 730 retail stores, 180 wholesale establishments, 120 manufacturing concerns, 24 banks, and is the chief divisional centre of the Canadian Pacific Railway in Alberta. Here also are located the head offices of the Department of Natural Resources of the Company. The extensive western car shops of the Canadian Pacific Railway are located here. The city has many splendid business blocks. The Palliser, one of the magnificent hotels of the Canadian Pacific Railway, is located here. There are 56 public and high schools, representing an investment of over \$4,000,000. Calgary is the educational centre of the Southern part of the province. In addition to the public schools there are several private schools and colleges. The city owns, operates and controls all its public utilities, including street railway, electric light and gravity waterworks and hospitals. Natural gas is used as fuel. Calgary is one of the most up-to-date and beautiful cities in Canada.

Edmonton.—This is the capital city of Alberta, and has a population of 65,000 with 23 branches of chartered banks. There are 95 wholesale houses and 160 industrial enterprises of various kinds. The city is the centre of a rich agricultural district, has an important bituminous and semi-bituminous coal industry, and is the base of supplies for a very large area in Central and Northern Alberta. The Provincial University is established here, overlooking the Parliament Buildings. The city also contains ample educational facilities and operates all public utilities. Edmonton's location on the Saskatchewan River is most picturesque and much admired.

Lethbridge.—Is situated on the Crows Nest branch of the C.P.R. and has a population of 14,000. It is a growing manufacturing and distributing centre, owning its electric light power plant, street railway and coal mine. Lethbridge is the centre of the largest coal mining district in Western Canada, 4,000 tons being produced daily within a radius of seven miles. Numerous large irrigation projects are in its immediate vicinity. The district has an average annual production for export of more than \$40,000,000.

Medicine Hat.—The "city that was born lucky" as Kipling describes it, is situated near the easterly boundary of Alberta on the main line of the Canadian Pacific Railway, and contains some 13,000 inhabitants. It lies in the centre of the greatest natural gas field known to the world, with an open daily flow of 50,000,000 cubic feet. Medicine Hat owns its own gas well and supplies the cheapest light, fuel and power on the continent. Numerous manufacturing and milling establishments are located here.

SASKATCHEWAN

Regina.—This is the capital of the province and also the largest city in Saskatchewan. It is an important distributing and financial centre. The population is 40,000. Regina has 110 industrial establishments, 122 wholesale houses, 3 colleges, 13 public schools, 4 separate schools, collegiate and normal school; 24 churches, 11 banks (1921 clearing, \$231,070,369.00), and is credited with being the largest distributing centre of agricultural implements in the world.

Saskatoon.—This city claims the distinction of having grown more rapidly into prominence than any other city in Canada. In 1903 there were 113 inhabitants, while ten years later the population had grown to 27,000. The Provincial University, Agricultural College and Experimental Farm are located here. Saskatoon has many up-to-date public schools and utilities. It is located on both of the great railway systems and is the distributing centre for an area of 47,000 square miles. There are thirteen branches of chartered banks.

Moose Jaw.—This is a divisional point on the main line of the Canadian Pacific Railway, with a population of about 20,000, and serves an important grain-growing and stock raising district, for which it is the distributing centre. Moose Jaw has, in addition to other factories, a large milling industry, and is well equipped with educational facilities, including two collegiate institutes and a non-sectarian residential college for boys.

North Battleford.—With a population of about 5,000, is situated on the Saskatchewan River about 100 miles west of Saskatoon and is the centre of a rich, mixed farming district. It is a divisional point on the Canadian National Railways and also the terminus of lines running to Prince Albert and Turtleford. The city owns its own public utilities, has several schools and public library, and is the distributing point for a large territory.

MANITOBA

Winnipeg.—With the population of 1,000 forty years ago, Winnipeg is now a city of 282,000 people. It is Canada's greatest railroad centre, the C.P.R. yards alone being the largest individual railway yards in the world. Besides all public utilities the city operates its own hydro-electric power plant supplying cheap power to manufacturing houses which in 1920 had an out-put of \$120,000,000. Winnipeg has 59 branches of chartered banks, 500 miles of streets and pavements and 576 acres of public parks. The school system is one of the most modern in America, with 62 buildings employing 771 teachers and specialists.

Brandon.—The City of Brandon is situated on the Assiniboine River, 134 miles west of Winnipeg, and is the distributing centre for a well-settled agricultural district. Its population has increased during the last twenty years from 5,340 to 15,359. Several flourishing industries are situated here. A large Government Experimental Farm also adjoins the city.

Among other leading centres of settlement in Manitoba may be mentioned Portage la Prairie, with a population of 6,748; St. Boniface, 12,816; Selkirk, 3,700; Virden, 2,000; Souris, 2,000; Neepawa, 2,000.

Experiences of Some Settlers in Western Canada

LAND HAS ONLY TO BE SEEN

I came to this country from England in the year 1904 and homesteaded in the Streamstown locality, situated about 14 miles from Lloydminster. I had sufficient capital to buy a team of horses, but, unfortunately, lost them, but finding plenty of work on the railroad; I was soon able to purchase three oxen, with which I broke 50 acres of land and eventually sold them and bought horses again in the year 1908. At the present time (after selling at different times some horses, cattle and hogs) I now have 12 head of horses, 40 head of cattle, 30 hogs and a clear title to a half-section of land, of which 168 acres are under cultivation. On the average I have yields of 25 bushels of wheat and 75 bushels of oats to the acre.

To men of mixed farming experience, I have no hesitation in recommending them to come and see this country. Plenty of land at reasonable prices can be purchased, and the land only has to be seen and the natural growth will speak for itself.

Taxes are not heavy and churches and schools are convenient and there is at all times a ready market for the produce of the mixed farmer.

(Sgd.) BROOK BOOTH.

Streamstown P.O., Alberta.

WELL SATISFIED WITH CENTRAL SASKATCHEWAN

I came from Norfolk, England, in 1906 with little or no practical experience in farming and selected this district to settle in mainly because the soil looked good and easily worked and the hills and timber looked promising for cattle and horse raising. I could see that water was plentiful and the town of Battleford held advantages that as a family man I could not afford to place myself outside. Now I can look back and say that in not one of my expectations have I been disappointed in my choice of the district.

My wheat yield averaged 25 bushels per acre for nine years. Oats have yielded over 80 bushels to the acre and barley 40 bushels.

My work horses have rustled out all the winter for years and my cattle and hogs always have been profitable sides of farming. I have always found a fair market for surplus garden stuff and dairy produce and the price we are getting for butter fat now, must mean easy money for the producer. I do not, however, consider that we settlers have as yet more than touched on the fringe of the possibilities of the district. When we farmers get together and use scientific business methods, we shall use to the full all the advantages the district offers, and it is good to see such a beginning made.

You would know better than I of the number of schools in the municipalities, but I venture to say that for schools this district would take a lot of beating, and I am sure the children brought up among the hills and lakelets are a lot happier and healthier than those whose lot is cast in less picturesque surroundings.

(Sgd.) F. S. PALMER.

Prongue, Saskatchewan.

REGRETS HE DID NOT COME SOONER

I am now six years in Southern Alberta, from Scotland, locating in that now famous irrigated district called Coaldale, some ten miles east of Lethbridge.

The crops as a rule every year are all that could be desired, and my experience during my time here of this part is that there is no better land to be had for mixed farming.

I have grown wheat 43 bushels to the acre, oats 75 bushels, barley 56 bushels, also potatoes, tomatoes, cucumbers, musk-melons, water melons, strawberries, raspberries, currants (red, white and black), gooseberries, sweet corn and field corn. Also vegetables with the most satisfactory results.

I would strongly advise anyone who intends to go farming in Canada to get in touch with the Canadian Pacific Railway. I am very pleased that I came out, and only regret that I did not come sooner.

(Sgd.) JOHN HAMILTON.

Coaldale, Alberta.

LIKES ALBERTA BETTER THAN OLD ENGLAND

I came to Hardisty from West Hartlepool, England, 8 years ago, and I like this country much better than Old England. I have had a good crop every year, and as a grain raising country it is hard to beat. I have never been haled out and have had very little trouble with frost.

The climate is A 1, fine summers and open winters, very little snow and no blizzards since I came. I started in here without a dollar and now I think my outfit is worth close to \$10,000, which is not doing too bad when you consider the start. Last year I raised Marquis wheat, 40 bushels to the acre, and received \$1.00 per bushel for it, and my oats went 60 bushels and weighed over 42 lbs.

Hardisty, Alberta.

(Sgd.) JOHN F. EDGAR.

ONE OF THE BEST WHEAT BELTS

I was born in Scotland and came to Canada in 1906. I spent one year in Manitoba, but hearing of the wonderful opportunities in Saskatchewan for those intending to follow up mixed farming, I was induced to pack up my scant holdings, including an ox and a half interest in a wagon and plow, and start for the Battleford District.

As the homesteads were pretty well taken near Battleford I decided to go farther north, which was the best move of my life.

I was successful in securing the N.W. of 18-51-20-3rd which now lies about two miles off the town of Turtleford, where I built a log shack and stable and made my home. For the first three years I was compelled to work out for settlers in the district for three months each year, to earn a grubstake for the winter, after which time I had secured another ox and a mower and rake and sufficient implements for all the farming required on a homestead, and the Turtleford District has given me a good living ever since.

Besides my homestead, I have purchased a quarter of C.P.R. land directly east of my present land and have cleared heavy bluffs from over forty acres of this quarter and fenced eighty acres.

Last year I threshed thirty-nine bushels of wheat to the acre and this year I am looking for a yield of not less than twenty bushels to the acre. I also have twenty-six head of cattle and eleven work horses and a full line of modern machinery.

Not only is this district suitable for stock but it has proved to be one of the best wheat belts in Western Canada during the past few years. We always get sufficient rainfall for our crops as well as abundance of pasture and hay.

I have been shipping cream every week for the past three years and find it very profitable. I also go in for poultry and find it a valuable asset.

In conclusion I might say that I am now comfortably located in a warm cottage and have fair buildings for my stock, all of which I have this district to thank for.

(Sgd.) JAMES BRYSON.

Turtleford, Saskatchewan.

ASSURED OF A GOOD CROP EVERY YEAR

Our family came to Moose Jaw, Saskatchewan, from England in May, 1911, with very little cash, but appetites for work. During the summer Dad and one brother took homesteads near Chaplin, Saskatchewan. We investigated the C.P.R. Irrigation project in 1917, and moved here in March of that year. We are assured of a good crop every year by being able to apply the moisture wherever necessary. We find that the proper application of water will raise the best of crops and a large increase in yields.

Our land is not in the right condition to produce yields to crow about, though we had a seed plot of Kitchener wheat, comprising a trifle less than two acres, from which we have threshed ninety-eight and a half bushels. Our potatoes yielded close to two hundred bushels per acre this year, though most of the crop was caught by an exceptionally heavy early frost.

As regards social life. We get plenty of recreation, etc., and our local organizations are always providing some way of spending a pleasant evening. Taking health, wealth and happiness all into consideration, we are satisfied that there are more opportunities and chances of success here than any place we have heard of.

(Sgd.) WILLIAM SHELDRAKE.

Duchess, Alberta.

NEVER REGRETTED HIS CHOICE

I came here with nothing 9 years ago from Scotland. I have been farming all the time. When I came here I was 80 miles back from the railroad; now I am 4½ miles from town and the main line of the railroad. After looking

over a vast area of land I located here, which is now the Hugden district, and have never regretted my choice. This is an A No. 1 good mixed farming district. The opportunity for a new man is better than it used to be. You don't have to pioneer as I had to do. The prairie is covered with natural hay grass. There are vast numbers of prairie chicken, ducks and geese in the way of game. The climate is agreeable; the cold is that northern cold, a sort of muffled cold that doesn't freeze a person. The winter season is our season of pleasure as I have found.

(Sgd.) PETER McNEILL.

Hugden, Alberta.

WON HIS FORTUNE IN THE GOLDEN WEST

Coming from Monaghan, Ireland, 12 years ago, I settled on a C.P.R. quarter. Like most of my neighbors, I had little to start with, hoping to win my fortune in the Golden West.

I paid strict attention to my work, and am now the possessor of 37 head of stock, a full line of machinery, threshing outfit, good house, barn, etc., and don't owe a dollar.

I have since bought half a section, which is all paid for.

This district has plenty of good water, wood and natural gas, and I can recommend it to anyone who is willing to work. Gladstone is my nearest town (5 miles away) and there are good stores there, where most anything can be got at reasonable prices. There is a good six-roomed school, four churches and banking and other institutions.

I am now living on 14-14-12 and would be pleased to give information to anyone seeking it.

(Sgd.) ADAM GILLESPIE.

Gladstone, Manitoba.

ATTRIBUTES SUCCESS TO MIXED FARMING

I am a native of France and was there raised on a farm where I mastered the rudiments of agriculture. I emigrated to Canada in 1888, landing at Quebec, where I remained for the first four years. In 1892 I went to Prince Albert and engaged in the timber business for a year, moving to Battleford in 1893, where I worked on a farm for a year.

In 1895 I moved to near Edam and engaged in ranching and dairying and was most successful, later acquiring a tract of land along the English River, where my present home now stands.

Commencing with practically nothing about twenty-five years ago, I am now the possessor of about five sections of land (3200 acres), 500 of which I cultivate and pasture the balance. I have a fine two-storey cottage 26 x 26 feet which cost \$4,000 to erect. My barns and stables are also large and convenient and will house the greater part of my stock, which consists of five hundred head of cattle and many valuable horses.

I attribute my success to following mixed farming in one of the best general farming districts in Saskatchewan, together with the studying of the market and the marketing of my products at the proper time.

(Sgd.) E. ROUSSELL.

Emmaville, Saskatchewan.

A STAFFORDSHIRE MAN'S EXPERIENCE

I came to Canada from Staffordshire, England, first of all going to Vernon, British Columbia, and worked for a time in the fruit orchards there. About four years ago I came to Bashaw, Alberta, and was so much impressed with it that I decided to stay.

Since then the development and improvements have been very marked. Farm lands and buildings have been greatly improved and the town of Bashaw itself has grown into as sound a business town as there is in Western Canada, which goes to prove the stability of a mixed farming country.

Before coming to Canada I had a large and varied experience of mixed farming with my father on a farm of about 350 acres, and I must say this district appeals to me as a mixed farming country more than anything I have seen either in Canada or England.

(Sgd.) H. T. ANSLOW.

Bashaw, Alta.

CROP FAILURES UNKNOWN

I came to Canada from Dorset, England, in 1912, and although I had been brought up to farming I decided to work out for a while with a view to sizing up conditions in Canada and also increasing my capital.

After working for about five years on the Dominion Experimental Farm at Lethbridge I bought eighty acres of irrigated prairie land from the C.P.R., about five miles east of Lethbridge. My reasons for buying irrigated land were that I had experience with irrigation both in England and since coming

to Canada, and again because I found a crop failure was unknown, and further that the time would assuredly come when all this track of irrigated land would be settled up and would then be a world-renowned district as to crops and conveniences in the way of community life.

I purchased my land in the fall of 1916, and built a house and barn and purchased two head of horses and implements to commence operations in the spring.

In 1917 I broke about fifty acres with the team and ran my ditches and grew enough oats to keep myself and my horses going until the next crop came.

This year (1918) owing to the war I grew a considerable acreage of wheat, and my crop on this eighty acres of land was about 1,500 bushels of wheat; 250 bushels of oats; 6 tons of oat hay; 25 tons of potatoes, and from a tract about one acre set aside for garden and small produce I have sold about seventy-five dollars (\$75.00) worth of vegetables, in addition to having sufficient for my own use till my next crop comes.

I have also commenced a small dairy, having five cows which are yielding returns at the rate of ninety dollars (\$90.00) per month.

I feel very strongly that any one interested in farming who is coming to Canada would do well to look over Alberta, and if he decides to purchase land should always see what the C.P.R. has to offer first. Their land is well graded and priced strictly according to value and the terms of payment are the best yet.

My land is in a district where alfalfa is an established crop and two or three cuttings can be taken off in a season. I consider that any man with a little capital and a determination to become acquainted with the conditions of the country can make no mistake in locating in this district.

(Sgd.) FREDERICK J. MEECH.

Lethbridge, Alberta.

ARRIVED IN CANADA WITH ONE AND SIX

It is fourteen years ago today since I left Old England's shores and booked to Edmonton, leaving a wife and family behind, pending my finding conditions favorable. On disembarking found that my funds amounted to one and six, but was possessed of youth, hope and experience. Needless to say, I had to begin to rustle from the start, which I did, and the efforts I have made since that day have been more than repaid. As a country for a poor man, or an investment for a rich man, I feel sure that this is hard to beat. I got my family out the spring after I arrived and purchased two dairy cows to keep the house, and have been climbing steadily upwards ever since. For a person with any get at all in him, he could not do better than give it a trial, as apart from the marvellous fertility of the virgin soil, there are so many opportunities in a new country.

Am putting in 200 acres of wheat this year, and wheat I have had to go 50 bushels to the acre, and also am milking 20 cows, which are always as safe as the bank. Shall be glad to answer any correspondence from anyone interested in my district.

(Sgd.) W. T. MACIIN.

Mannville, Alberta.

STARTED WITH A TEAM OF OXEN

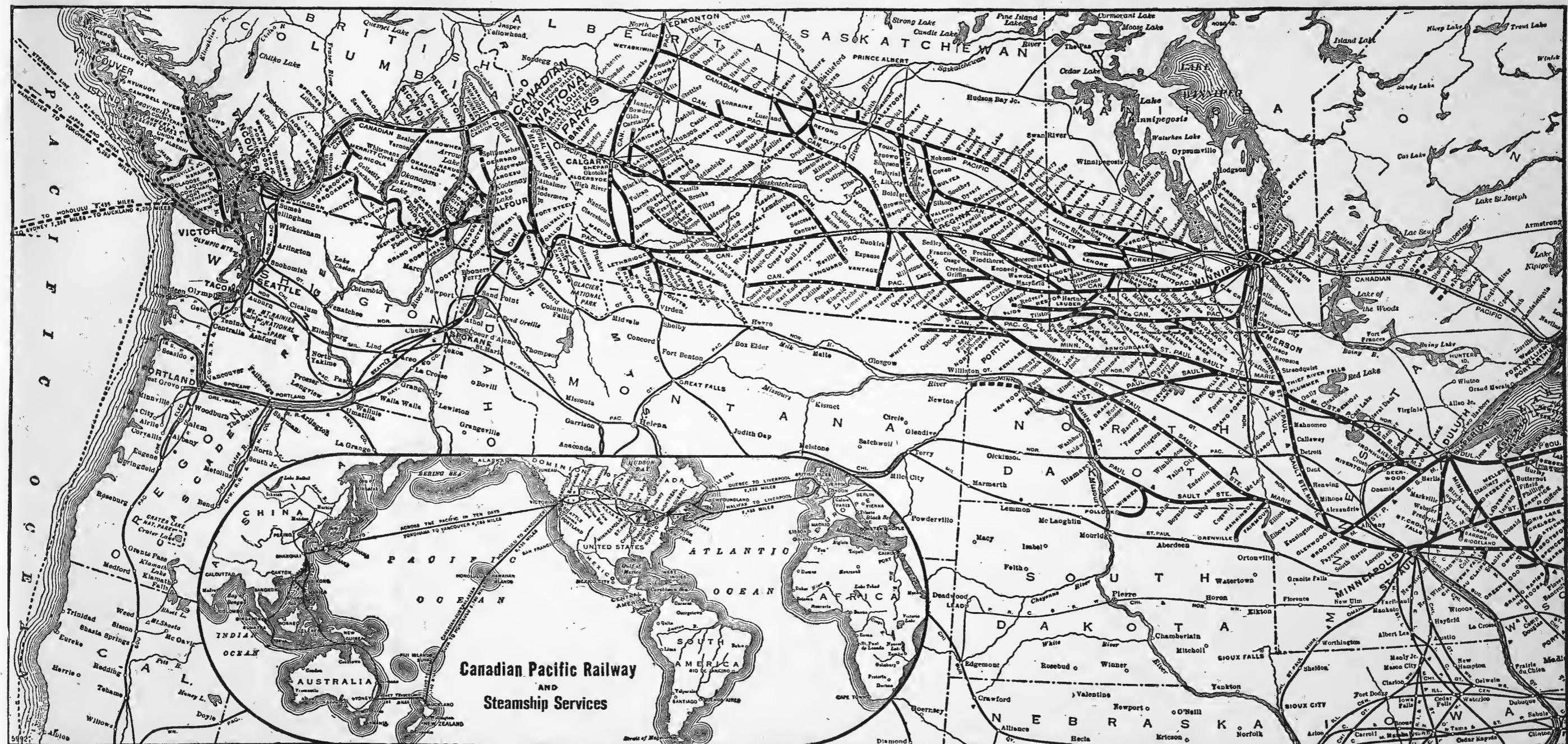
We arrived in Canada from England in June, 1905. We made for North Battleford, when it was a new town that was starting up. We got a home-stead taken up for us just before we came out, eight miles east of town and two and a half miles from Brada. We started with a team of oxen and did all with them, such as ploughing and discing, seeding, haying, and used them on the binder to harvest our bit of crop. Then after we got horses we put in bigger crops, all of which were good. Then bought a half section of land next to the homestead, on which we had one hundred acres broken with an engine ploughing outfit, and had a good crop that went thirty bushels per acre of wheat which graded No. 1 Northern. We always had a fairly good crop till 1918 and 1919 which were exceptionally dry seasons.

We have always had a good garden and can grow anything in garden stuff. Small bush fruits such as red, black and white currants, raspberries and gooseberries do well. The plum trees we have had planted about seven years and this is the second time they have fruited. Now we have had a good harvest this year with a good yield. Our flock of chickens of one hundred and fifty are pure bred S.C. White Leghorns. We have now 480 acres of land; we run two gang ploughs, two seeders, two binders and all double farm machinery, and also a threshing outfit, after fifteen years on the farm.

(Sgd.) J. ILLINGWORTH.

Heaton Hill Farm, North Battleford, Sask.

Ask the Canadian Pacific About Canada



Information for Settlers

The Voyage to Canada, Government Regulations, Fares, Settlers' Effects, Rates

WHEN AND WHERE TO GO, ETC.

Best time to leave the British Isles; end of March or beginning of April, as work is likely to be slack in winter.

SPECIAL GOVERNMENT REGULATIONS

Canadian and United States Governments have in force stringent laws prohibiting the landing in Canada or United States of all persons mentally or physically deficient, or who have been convicted of any crime, or who from any cause are likely to become a public charge. All passengers before booking require to fill up a separate form of declaration in regard to health, etc., and are booked subject to examination by British Board of Trade Medical Officer and of the Company's Surgeon at embarkation port, and in the case of rejection of passengers by either of the above officials, in consequence of ill-health or for any other reason, no claim will lie against the Company. If in spite of the precautions taken a passenger be not allowed by the authorities to land at destination, or, having landed, be deported by the authorities, there shall, similarly, be no claim against the Company, and the return of such passenger shall be at their own risk, and without their having any right of compensation. Further, no liability is accepted for loss of, or detention to, the baggage of passengers, who for above reasons do not proceed in the steamer for which booked.

MONEY REGULATIONS.

CANADA—All passengers to Canada (with the undenoted exceptions) if over 18 years of age must be in possession of at least \$250, in addition to ticket to destination. Passengers between the age of 5 and 18 must have \$125.

In the case of families, the head of the family, in addition to tickets to destination, must have \$250, and in addition \$125 for each member of the family over 18 years of age, and \$50 for each member of the family aged over 5 and under 18.

The following are exempted from the above regulations:—

1. A man going to assured employment at farm work.
2. A woman going to assured employment at domestic service.
3. A wife going to her husband.
4. A child going to parent.
5. A brother or sister going to brother.
6. A minor going to married or independent sister.
7. A parent going to son or daughter.

UNACCOMPANIED WOMEN.

All women going to Canada to settle must have an Emigration Permit from a Canadian Government Emigration Agent unless accompanied by husband, father, mother or such other relative as may be approved by the Superintendent of Emigration for Canada, 1, Regent Street, London, S.W.1, or one of his Agents. (This regulation does not apply to Canadian citizens, tourists or other classes of non-immigrants.) All Canadian Pacific steamers carry a Conductress to advise and assist unaccompanied women.

VACCINATION.

Canadian Government Regulations require Third Class passengers, who cannot show signs of vaccination, either to be vaccinated before landing or to be detained in quarantine.

PROHIBITED CLASSES.

The Canadian Immigration Act prohibits the landing in Canada of the following:—

- (a) Idiots, imbeciles, feeble-minded persons, epileptics, insane persons and persons who may have been insane at any time previously.
- (b) Persons afflicted with tuberculosis in any form or with any contagious or infectious disease which may become dangerous to the public health.
- (c) Immoral persons and persons who have committed any crime involving moral turpitude.
- (d) Professional beggars or vagrants; persons afflicted with chronic alcoholism and persons likely to become a public charge.
- (e) Anarchists; persons who disbelieve in or are opposed to organized government, including those who belong to organizations holding such views.
- (f) Immigrants, who are Nationals of Germany, Austria, Hungary, Bulgaria or Turkey.
- (g) Persons who have been rejected at a Canadian port or who have been deported from Canada.
- (h) Immigrants who do not go to Canada by continuous journey from the country of their birth or citizenship and on through tickets purchased in their own country or prepaid in Canada.

See that your Inland Ticket reads:
"Via C. P. R."

(This regulation, for instance, debars from Canada as immigrants all aliens resident in the British Isles.)

- (i) Immigrants over 15 years of age who are unable to read. (Certain relatives are by law exempt, and full information may be secured from any Canadian Pacific Office.)
- (j) Immigrants who are dumb, blind or otherwise physically defective. (Under certain conditions, individuals of this class may be admitted, but only after special reference to a Canadian Government Emigration Agent.)
- (k) Persons not included within any of the foregoing prohibited classes, who upon examination by a medical officer are certified as being mentally or physically defective to such a degree as to affect their ability to earn a living.

STEAMERS

Steamers of Canadian lines leave British ports every week for Quebec and Montreal (summer ports); but, commencing early in November, steamers run to Halifax, N.S., or St. John, N.B. At each of the Canadian ports named, close connection is made with Canadian Pacific Railway trains. When booking, passengers should make sure that their inland rail tickets read "via Canadian Pacific Railway." Sailing bills sent on application. During summer third-class passengers land at Quebec; during winter at Halifax, N.S., or St. John, N.B.

PASSPORT REGULATIONS.

Passports are not required by British Subjects proceeding direct to Canada from the United Kingdom, with the intention of remaining in Canada permanently, unless they be persons coming from the continent of Europe.

British subjects proceeding to Canada, who intend to return to the United Kingdom, will require a passport to secure re-entry into this country.

British subjects proceeding to Canada via United States ports, or to the United States via a Canadian port, or travelling via Canada to any other country, must be in possession of a passport.

All persons, other than British subjects and United States Citizens, proceeding to Canada must be in possession of a passport VISAED BY A BRITISH CONSULAR OR DIPLOMATIC OFFICER.

The BRITISH visa is not required by passengers proceeding to the United States via Canada.

FARES

There are neither free nor assited passages. Full fare must be paid before leaving Europe. Passengers should buy through tickets, because railway tickets purchased in Canada cost more. "Colonist" rail tickets to stations in Manitoba, Saskatchewan, and Alberta (east of British Columbia) do not allow of stopping over. Prices from Liverpool are as follows (subject to alteration):

	Third Class Steamer £18-15 rate and Colonist Rail			Cabin Class Steamer £30 rate and Colonist Rail		
	£	s.	d.	£	s.	d.
Brandon.....	27	6	1	38	11	1
Calgary.....	28	19	3	40	4	3
Edmonton.....	28	19	3	40	4	3
Lloydminster.....	28	19	3	40	4	3
Regina.....	27	16	8	39	1	8
Saskatoon.....	28	5	1	39	10	1
Vancouver.....	31	19	8	43	4	8
Victoria.....	32	7	3	43	12	3
Winnipeg.....	26	19	8	38	4	8

Fares to other stations on application

BAGGAGE REGULATIONS

Passengers are requested to observe carefully the Company's baggage regulations in order to save themselves trouble or inconvenience.

Wearing apparel and such personal effects as may be necessary for the journey are considered as baggage, and should be enclosed in locked receptacles, such as trunks, valises, bags, and the like.

BAGGAGE LABELS

It is of the utmost importance that all pieces of baggage be fully labelled with the Company's labels supplied at time of booking. Packages for state-rooms should be labelled with "State-Room" labels, and

See that your Inland Ticket reads:
"Via C. P. R."

Information for Settlers—Continued

such pieces should not exceed fourteen inches in height, two feet in width, or four feet six inches in length. Baggage for the baggage room (to which access can be had during the voyage) should be labelled "Baggage Room." Heavy baggage, such as trunks, bags, etc. (which are placed in the ship's hold), should have "Hold" labels affixed. These labels must be carefully filled in with full name of passenger, name of steamer, sailing date, and final destination plainly written.

All Baggage should bear labels showing initial of passenger's surname (or, better still, the initial should be painted prominently on the packages).

In addition to the labels affixed to baggage, a fully addressed label, or other means of identification, should be inserted inside all baggage.

Baggage is subject to Customs inspection at port of landing, and the packages should be such that they can be quickly opened.

Careful attention to these instructions will facilitate handling of the baggage not only at port of embarkation, but on steamer's arrival, and thus prevent delay and trouble to the passenger.

BAGGAGE FORWARDING

All heavy baggage, which must be fully labelled, may be sent to the Canadian Pacific Office at port of embarkation, and passengers should see that same is dispatched in sufficient time to reach there at least two days before sailing date. Postcard advice should be sent to the Company's offices at port of embarkation, giving the date of dispatch, number of packages, and route by which they are forwarded.

Pay all British railway charges at time of dispatching baggage. Do not send it "Carriage Forward."

Baggage is also taken on board when passengers embark on day of sailing.

CUSTOMS

The following are extracts from the Canadian Customs Regulations:

Wearing apparel, articles of personal adornment, toilet articles and similar personal effects of persons arriving in Canada may be passed free, without entry at Customs, as travellers' baggage, under the provisions of the Customs tariff, but this provision shall only include such articles as actually accompany and are in use of and as are necessary and appropriate for the wear and use of such persons for the immediate purpose of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale.

BAGGAGE INSURANCE

Passengers are recommended to insure their baggage for a sufficient period of time to cover their journey. The Company is in a position to offer passengers the best terms for periods of from fourteen days to twelve months, and rates and particulars will be quoted on application to any Canadian Pacific Office. While the Company takes every possible care and precaution for the safe handling of passengers' baggage, they feel that passengers should protect themselves against the possibility of loss, damage, fire, or pilferage.

BAGGAGE ALLOWANCE

On Atlantic Steamer

Free Allowance		Excess Charge	
Cabin	Third Class	Cabin	Third Class
20 cubic feet	10 cubic feet	4/- per cubic foot	4/- per cubic foot
On Canadian Rail	Free Allowance To	Lbs.	Excess Charge
First Class.....	All Canadian Points.....	150	
Second and Colonist	Manitoba, Alberta, Saskatchewan, British Columbia.....	300	{ 12 per cent of Passenger's Rail Fare per 100 lbs.
Second and Colonist	Canadian Points other than above.....	150	

Children paying half fare are allowed half the free allowance in each case.

No single piece of baggage exceeding 250 lbs. weight will be carried on a passenger train, but must be sent by freight train at owners' expense. Any piece of baggage any dimension of which exceeds 45 inches will be charged for each inch in excess an amount equal to the charge for five lbs. of excess baggage.

LIVE STOCK (DOGS, CATS, BIRDS)

It is necessary, to ensure accommodation being provided, that all

**See that your Inland Ticket reads :
"Via C. P. R."**

booking arrangements for live stock be made with the Canadian Pacific at least one week before date of sailing. Rates as follows:

Dogs	Large or Small..	£ 3 10	each	Includes attendant's fee
Cats	In baskets.....	1 2 0	each	
Parrots	In Cage	2 5 0	each	
Canaries	1 or 2 in cage.....	Free		

All above carried at owner's risk of death, injury or escape.

BICYCLES, ETC.

Bicycles.....	Must be...	£ 1 0 0	each	
Bicycles (motor).....	caged.....	5 0 0	each	
Side-cars.....		2 0 0	each	
Perambulators.....		1 0 0	each	But reckoned in baggage
Go-carts	Folding up.....	Free		allowance

HOUSEHOLD EFFECTS, FURNITURE, ETC.

Not being accepted for carriage as baggage on the railways in Canada, should be forwarded as freight, both on steamer and train, and lowest through rates from Europe to any point in Canada will be quoted upon application, and the necessary documents and instructions sent. This is by far the cheapest method of forwarding effects. Settlers' effects which have been in use six months are admitted into Canada free of duty.

MEN WITHOUT FARMING KNOWLEDGE usually seek employment at a small wage with a Canadian farmer, so as to gain experience of the ways of the country before starting on their own account. Inexperienced farm hands should not, generally speaking, go out earlier than March, and should seek advice as to destination in Ontario from local steamship agent, or book direct to Winnipeg, Vancouver or Victoria. Good farm hands receive fair pay. At Quebec, Montreal, Halifax, St. John, N.B., Port Arthur, Winnipeg, Brandon, Regina, Dauphin, Prince Albert, Lloydminster, Sedgewick, Lethbridge, Calgary, Edmonton, etc., there are depots for free temporary accommodation of emigrants. Food can be bought cheaply outside and cooked in the halls.

As rates and conditions may change without notice, settlers should in every case consult the Local Agent on all points pertaining to their journey to Canada. By so doing the lowest rates can always be secured, and expensive mistakes can be avoided.

DOMINION EXPRESS COMPANY OF CANADA. Transfer of Money.

The Dominion Express operates on all lines of the Canadian Pacific Railway, Canadian Pacific Steamers, and other Railway and Steamship Companies, and maintains direct services from Liverpool, Glasgow, Bristol, Antwerp, and Havre. Merchandise, money, valuables, etc. forwarded to all parts of the world promptly, carefully, and at reasonable rates. MONEY ORDERS, FOREIGN CHEQUES, and TRAVELLERS' CHEQUES issued; money transferred by telegraph. Passengers are recommended to take their money to Canada and U.S.A. in the form of Dominion Express Money Orders, Travellers' Cheques, or Drafts. Dollar Bills and all other Foreign Money bought and sold.

INFORMATION AND TICKETS FROM CANADIAN PACIFIC RAILWAY

LONDON - European Head Office, 62-65, Charing Cross, S.W.1.

LONDON - 103, Leadenhall Street, E.C.3.

LIVERPOOL - Royal Liver Building, Pier Head.

Bristol	18 St. Augustine's Parade
Manchester	1 Mount Street
Birmingham	4 Victoria Square
Southampton	14 Canute Road
Glasgow	25 Bothwell Street
Dundee	88 Commercial Street
Belfast	41 Victoria Street
Londonderry	50 Foyle Street

OR LOCAL AGENTS EVERYWHERE.

SIR GEO. McLAREN BROWN, European General Manager,
H. G. DRING, European Passenger Manager,
T. J. SMITH, European Freight Manager,

LONDON
LONDON
LONDON